

CITY OF CHINO

CIRCULATION ELEMENT

City Council

Planning Commission

CIRCULATION ELEMENT

Chino General Plan

February 1992

Prepared by

Community Development Department

Mr. J. Thomas, City Manager, Director of Community Development

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February 1992

CITY OF CHINO

CIRCULATION ELEMENT

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February 1992

RESOLUTION NO. 92-07

A RESOLUTION OF THE CHINO CITY COUNCIL APPROVING AN AMENDMENT TO THE CIRCULATION COMPONENTS OF THE EAST CHINO, EUCALYPTUS BUSINESS PARK AND MAJESTIC SPECIFIC PLANS. ECSP AMENDMENT NO. 5; EBSP AMENDMENT NO. 1; MSSP AMENDMENT NO. 8.

WHEREAS, the City has initiated an amendment to the Circulation components of the East Chino Specific Plan, Eucalyptus Business Park Specific Plan and Majestic Spectrum Specific Plan as described in the Planning Commission staff report dated January 6, 1992; and

WHEREAS, the Chino Planning Division has completed its study of the proposed general plan amendment; and

WHEREAS, the Planning Commission and City Council have held advertised public hearings on the proposed amendment; and

WHEREAS, all provisions of the city code related to the amendment of the East Chino Specific Plan, Eucalyptus Business Park Specific Plan and Majestic Spectrum Specific Plan have been complied with, including noticed public hearings; and

WHEREAS, following said public hearings the City Council has determined that the health, safety and general welfare would be served by an amendment to the three specific plans as described; and

WHEREAS, the proposed specific plan amendments are consistent with the policies and objectives of the Chino General Plan and the three specific plans; and

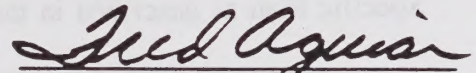
WHEREAS, the proposed specific plan amendments will not adversely affect the harmonious relationship with adjacent neighborhoods and land uses and will help to facilitate the implementation of the plan; and

WHEREAS, the proposed specific plan amendments will not have a significant adverse impact on the environment since the Environmental Impact Report addressed all related issues of the Circulation Element update and indicated there are no potential environmental impacts associated with this project; and

WHEREAS, the proposed specific plan amendments are reasonable and beneficial at this time because it will help to facilitate the implementation of the plan.

NOW, THEREFORE, BE IT RESOLVED, the Chino City Council approves the proposed amendments to the East Chino Specific Plan, Eucalyptus Business Park Specific Plan and Majestic Spectrum Specific Plan.

APPROVED and ADOPTED this 4th day of February, 1992.


Mayor, City of Chino

ATTEST:


City Clerk, City of Chino

State of California)
County of San Bernardino)§
City of Chino)

I, Kathleen A. Blomo, Chino City Clerk, hereby certify the foregoing Resolution of the City of Chino was duly adopted by said City Council at a regular meeting held on the 4th day of February, 1992, by the following vote:

AYES:	COUNCIL MEMBERS:	AGUIAR, ERWIN, SAWHILL, ULLOA, YANKEY
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE

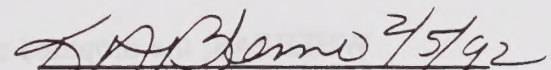

City Clerk, City of Chino

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Existing Conditions

Background

The Circulation Element is concerned with establishing goals, policies and actions programs which ensure all infrastructure systems (transportation, water, sewer, utilities and drainage) will meet the City of Chino's future needs. This Circulation Element updates the Circulation Element adopted in 1981. Since that time, Chino has significantly developed from a more agricultural community to a suburban community of the greater Los Angeles region with a diverse economic base. Chino's population has increased 14.9% since 1980. As of January 1, 1991, the population of the City of Chino is estimated to be 60,575.

The transportation component of the Circulation Element establishes the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the Land Use Element of the General Plan. Transportation issues of particular concern to the City of Chino include:

- ▶ Ensuring adequate access to local industries;
- ▶ The interface of local streets with regional highways and freeways;
- ▶ Provision of rail access for local industries and ensuring separation of rail and vehicular systems;
- ▶ Paratransit (e.g., carpooling, vanpooling, taxi service, etc.) and public transit services to reduce

dependence on private automobiles and relieve congestion;

- ▶ Provision of adequate facilities for bicycles, pedestrians, equestrians, and handicapped access; and
- ▶ Airport access and airport interface with other land uses and transportation modes.

The Circulation Element addresses the circulation improvements needed to relieve congestion, to provide mass transit, and to lessen long-term air quality impacts related to transportation.

The utilities component of the Circulation Element addresses the following particular issues of concern:

- ▶ Ensuring adequate sewer capacity and water supply to all local residents and industries;
- ▶ Provision of storm drains and other flood control facilities; and
- ▶ Location of public utilities to ensure public safety for Chino residents from possible utility accidents.

Statutory Authority

Section 65302(b) of the Government Code of the State of California contains the legislative mandate for the Circulation Element of the General Plan. The legislation requires "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

Organization of This Element

The Circulation Element follows the organization established by the City of Chino's General Plan Format guidelines. The element consists of two primary sections: (1) Existing Conditions and (2) Future Conditions/Goals, Policies, and Actions. The first section describes the purpose of the element, summarizes existing conditions, and contains analysis and projections of infrastructure needs facing Chino.

The second section contains goals, policies, and program actions to be taken addressing the issues identified in the first section. The implementing actions describe the specific steps to be taken and the agency responsible for carrying them out.

In addition to the element, there is an appendix containing: Air Quality Conformance Tables, a Circulation Technical Appendix prepared by DKS Associates, a Glossary of Terms used in the element and specific street alignments. The technical appendix assesses existing circulation facilities and services, and discusses recommended programs.

Relationship to Other Elements

The Land Use Element of the General Plan particularly affects the content of the Circulation Element. The Land Use Element designates appropriate land uses for different areas and sets the density and intensity limits for development. Land uses influence the origin, destination, and frequency of vehicular, pedestrian, and other types of traffic. Transportation and other essential infrastructure facilities recommended in this element are based on

land use designations. The Circulation Element has a symbiotic relationship with the Conservation/Open Space Element. Pedestrians, bicycle and equestrian trails discussed in this element are themselves recreational facilities, and they also serve as a link to parks, recreation sites, and the local residential areas. Policies contained in other elements of the General Plan will affect the quality of life that residents enjoy; for example, the amount and variety of open space, protection of natural and historic or cultural resources, and acceptable noise levels. The remaining General Plan elements have been consulted during the preparation of the Circulation Element. The policies and programs contained in this element reflect the policy directions of the General Plan.

Public Participation

The City of Chino encourages citizen input on all circulation policy decisions. During the preparation of this element, public input has been actively encouraged. Public study sessions were held with the City Council and Planning Commission on March 22, 1989, and November 28, 1989, to explain the statutory requirements for the Circulation Element and to solicit input on the circulation problems and issues facing the City. In addition to these meetings, public hearings will also be held before the Planning Commission and City Council during the review and adoption process. An environmental impact report has also been prepared analyzing the potential impacts of adopting the policies and programs contained in this element.

Roadway Network

Technical Information

Chino's local roadway network most resembles a north/south and east/west grid. The east/west major roads are Phillips Boulevard, Francis Avenue, Philadelphia Street, Walnut Avenue, Riverside Drive, Chino Avenue, Schaefer Avenue, Edison Avenue, Eucalyptus Avenue, Kimball Avenue, and Chino Hills Parkway. The major north/south roads are Reservoir Street, Ramona Avenue, Monte Vista Avenue, Central Avenue, Benson Avenue, Mountain Avenue, and Euclid Avenue. Reservoir Street, Ramona Avenue, Central Avenue, Mountain Avenue, Edison Avenue, Euclid Avenue, Chino Hills Parkway, and Riverside Drive provide access to the regional road system, SR60 and SR71. SR60 connects Chino residents with other major Southern California communities: Los Angeles, San Bernardino, and Riverside. Regional north/south access is provided by SR71 extending from I-10 to SR91. The existing street classification system identifies design standards that distinguish between urban and rural roadways for the primary and secondary arterial classifications. The roadway curb-to-curb cross-section varies for the urban and rural designation. Although the width of the right-of-way is the same, streets designated "urban" include sidewalks, curbs, and gutters, while streets designated rural may not.

Exhibit 1 (page 4) illustrates the existing roadway classification system used by the City but it does not distinguish between urban and rural streets. There are four City classifications: freeway/expressway; primary arterial; secondary arterial; and collector

road. In addition, Exhibit 1 (page 4) also indicates the number of lanes for major roads. One method of evaluating Chino's circulation system is to compare traffic volumes to street capacity. Capacity is a measure of the ability of the street system to meet and serve the demands placed on it. It is generally considered the most practical measure of how well the mobility needs of the City are being met.

The capacity of a roadway is affected by a number of factors, including street width, roadway design, number of travel lanes, number of roadway intersections, number of driveways, presence of on-street parking, and traffic signal cycle length.

To assess Chino's street segment capacities, values were developed relating average daily traffic (ADT) with levels of service (LOS) for specific roadway classifications and lane configurations ("Level of Service" is defined in the Glossary, page 99). The capacity criteria utilized in this analysis are summarized in Table 1 (page 5).

Roadway capacity and average daily traffic volumes (shown in Exhibit 2, page 6) are used in determining levels of service. A roadway with a smaller capacity and a large volume will most likely have a lower LOS (LOS D or E). By contrast, a roadway with few vehicles will probably have a higher LOS (LOS A or B). LOS F is considered to be the ultimate capacity of the street which represents "breakdown" conditions. LOS E is considered to be an unacceptable operating condition. Generally, LOS C is the targeted service level identified by most cities to ensure an acceptable service level

EXHIBIT 1

Existing Lane Configurations and Street Classification System

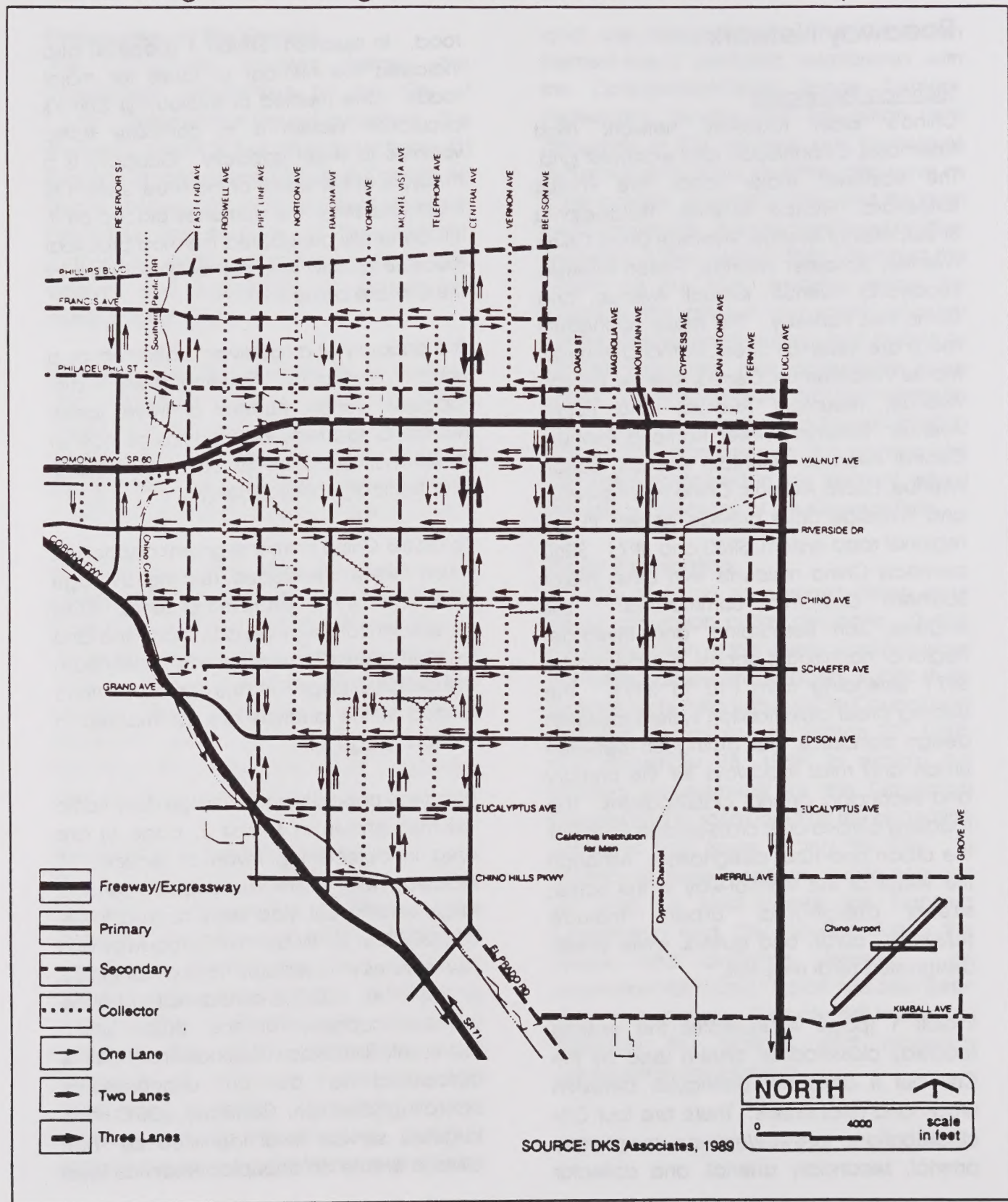


TABLE 1

Maximum Daily Vehicle Volumes At A Level of Service

	Freeway	Expressway	Primary Arterial			Secondary Arterial		Collector
No. of Lanes:	6	4	2	4	6	2	4	2
<u>LOS</u>								
A	72,000	19,000	10,000	18,000	29,000	8,000	17,000	8,000
B	84,000	22,000	11,000	20,000	34,000	10,000	20,000	9,000
C	96,000	26,000	13,000	24,000	38,000	11,000	22,000	10,000
D	108,000	29,000	14,000	27,000	43,000	13,000	25,000	12,000
E	120,000	32,000	16,000	30,000	48,000	14,000	28,000	13,000

Source: DKS Associates, 1989.

on all facilities. However, at freeway interchanges during peak hours, LOS D is the lowest acceptable service level. LOS D is the design level of the roadways constructed.

The existing conditions analysis by DKS Associates concludes that the current circulation system is adequately serving present levels of development. On some roadways, however, localized areas of congestion exist. The primary causes of congestion in Chino are variations in the number of lanes on a street, delays at some intersections, driveway access conflicts, and the presence of large trucks, as well as automobiles and pedestrians. Localized congestion problems are illustrated in Exhibit 3 (page 7).

Three congestion areas are identified:

- ▶ At the time of the vehicle count survey, Central Avenue had the following congested condition: Central Avenue between Philadelphia Street and Chino Avenue. However, since the survey, Central Avenue has been widened, thus, improving the LOS.
- ▶ Walnut Avenue carries over 18,000 vehicles per day between Mountain and Central Avenues resulting in an LOS of E. Walnut Avenue between San Antonio and Euclid Avenues has a LOS of D. Improvements are scheduled on Walnut Avenue between Central and Benson Avenues that will improve the LOS to C or better.

EXHIBIT 2

Average Daily Traffic Volumes

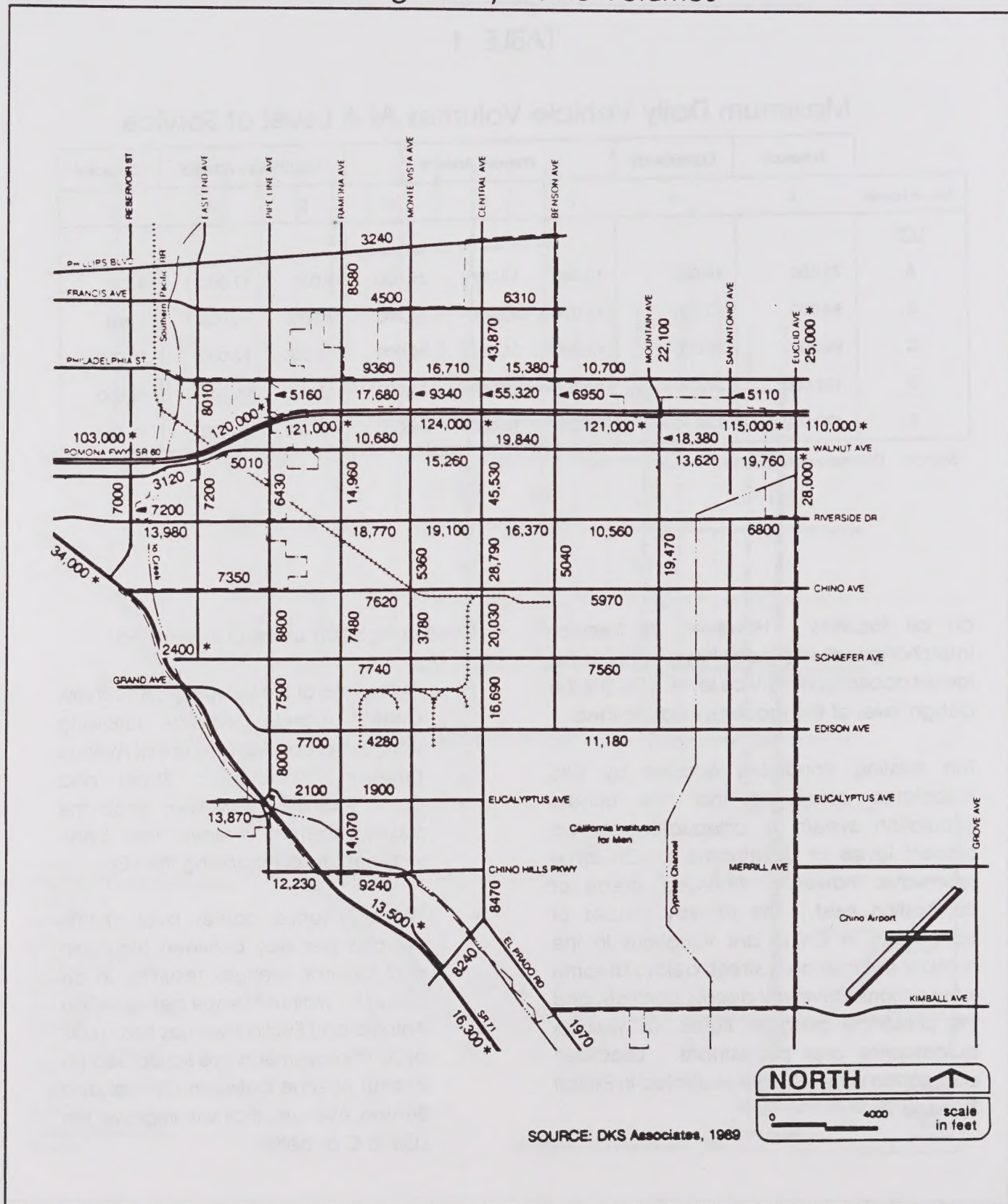
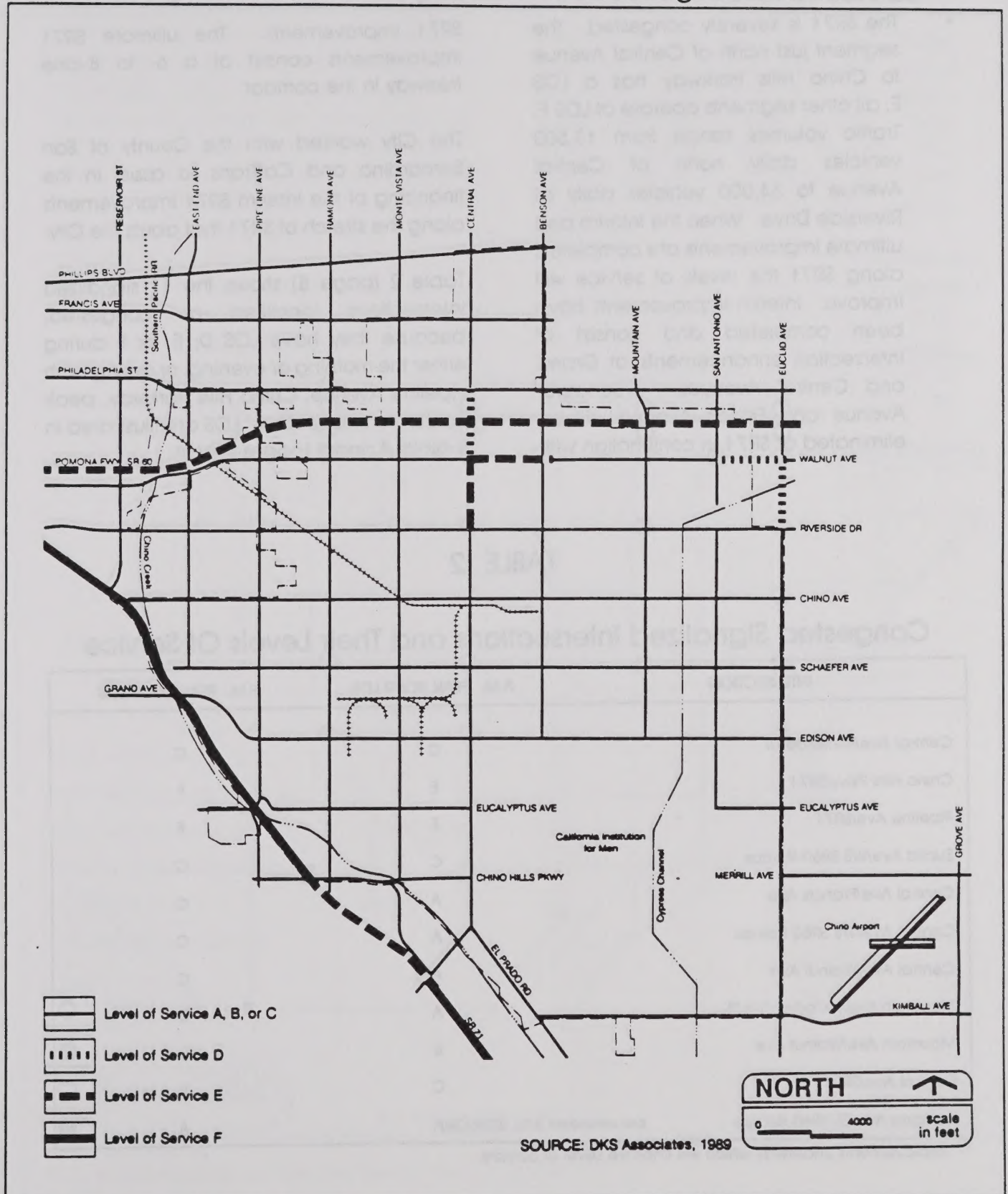


EXHIBIT 3

Road Segment Level of Service Existing Conditions



- The SR71 is severely congested. The segment just north of Central Avenue to Chino Hills Parkway has a LOS E; all other segments operate at LOS F. Traffic volumes range from 13,500 vehicles daily north of Central Avenue to 34,000 vehicles daily at Riverside Drive. When the interim and ultimate improvements are completed along SR71 the levels of service will improve. Interim improvements have been completed and consist of intersection enhancements at Grand and Central Avenues. Schaefer Avenue and Edison Avenue will be eliminated at SR71 in conjunction with

SR71 improvements. The ultimate SR71 improvements consist of a 6- to 8-lane freeway in the corridor.

The City worked with the County of San Bernardino and CalTrans to assist in the financing of the interim SR71 improvements along the stretch of SR71 that abuts the City.

Table 2 (page 8) shows the 11 signalized intersections identified as congested, because they have LOS D, E, or F during either the morning or evening, or during both Pipeline Avenue, Chino Hills Parkway, peak hours. All intersections' LOS are illustrated in Exhibits 4 and 5 (pages 9 - 10).

TABLE 2

Congested Signalized Intersections and Their Levels Of Service

INTERSECTION	A.M. PEAK HOUR LOS	P.M. PEAK HOUR LOS
Central Ave/Riverside Dr	C	C
Chino Hills Pkwy/SR71 *	E	F
Pipeline Ave/SR71 *	E	F
Euclid Ave/WB SR60 Ramps	C	C
Central Ave/Francis Ave	A	C
Central Ave/WB SR60 Ramps	A	C
Central Ave/Walnut Ave	A	C
Mountain Ave/Philadelphia St	A	D
Mountain Ave/Walnut Ave	B	D
Central Ave/SR71	C	E
Ramona Ave/EB SR60 Ramps	A	A

* Improvements underway which will improve Level of Service.

EXHIBIT 4

Existing AM Peak Hour Signalized Intersections Level of Service

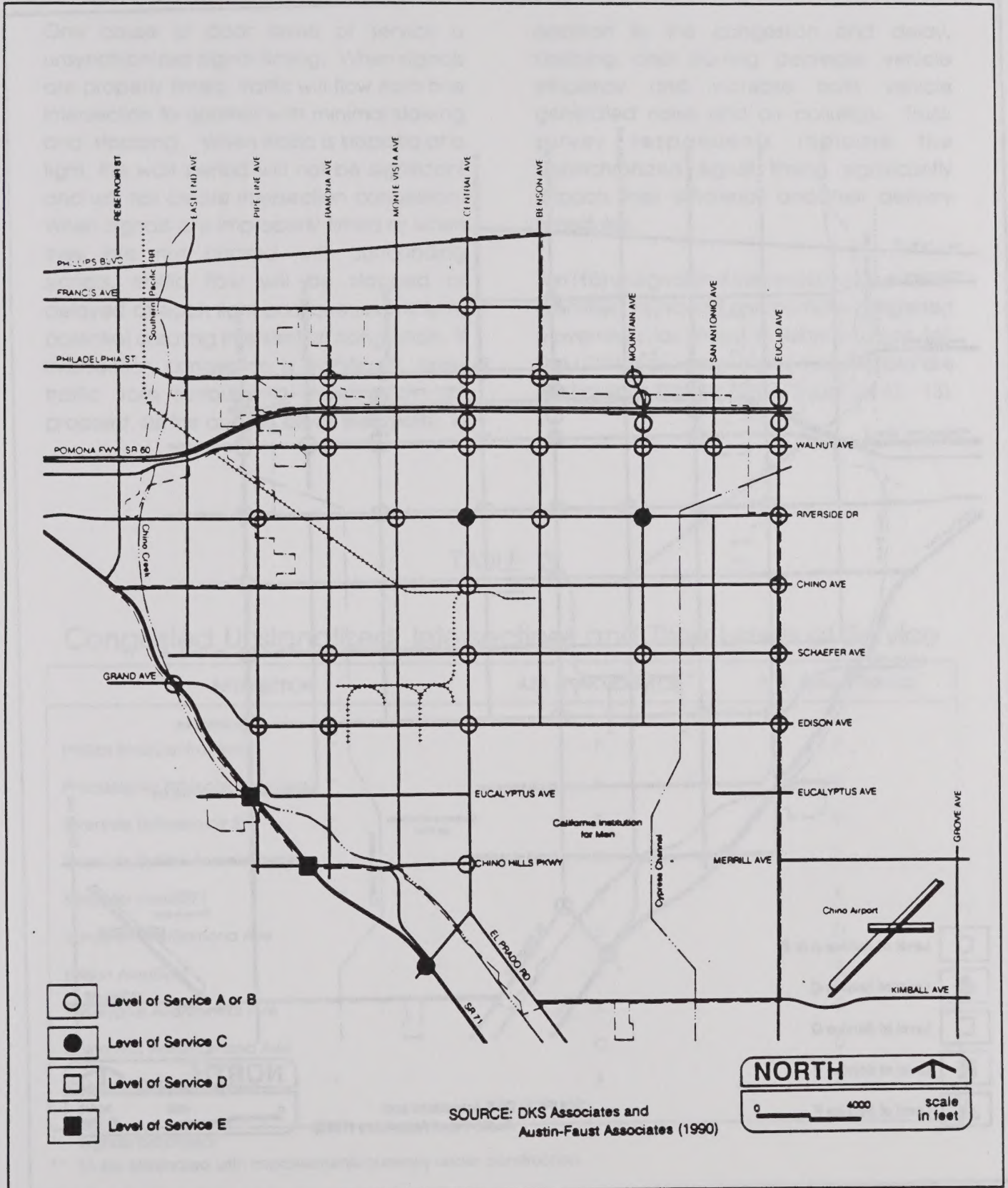
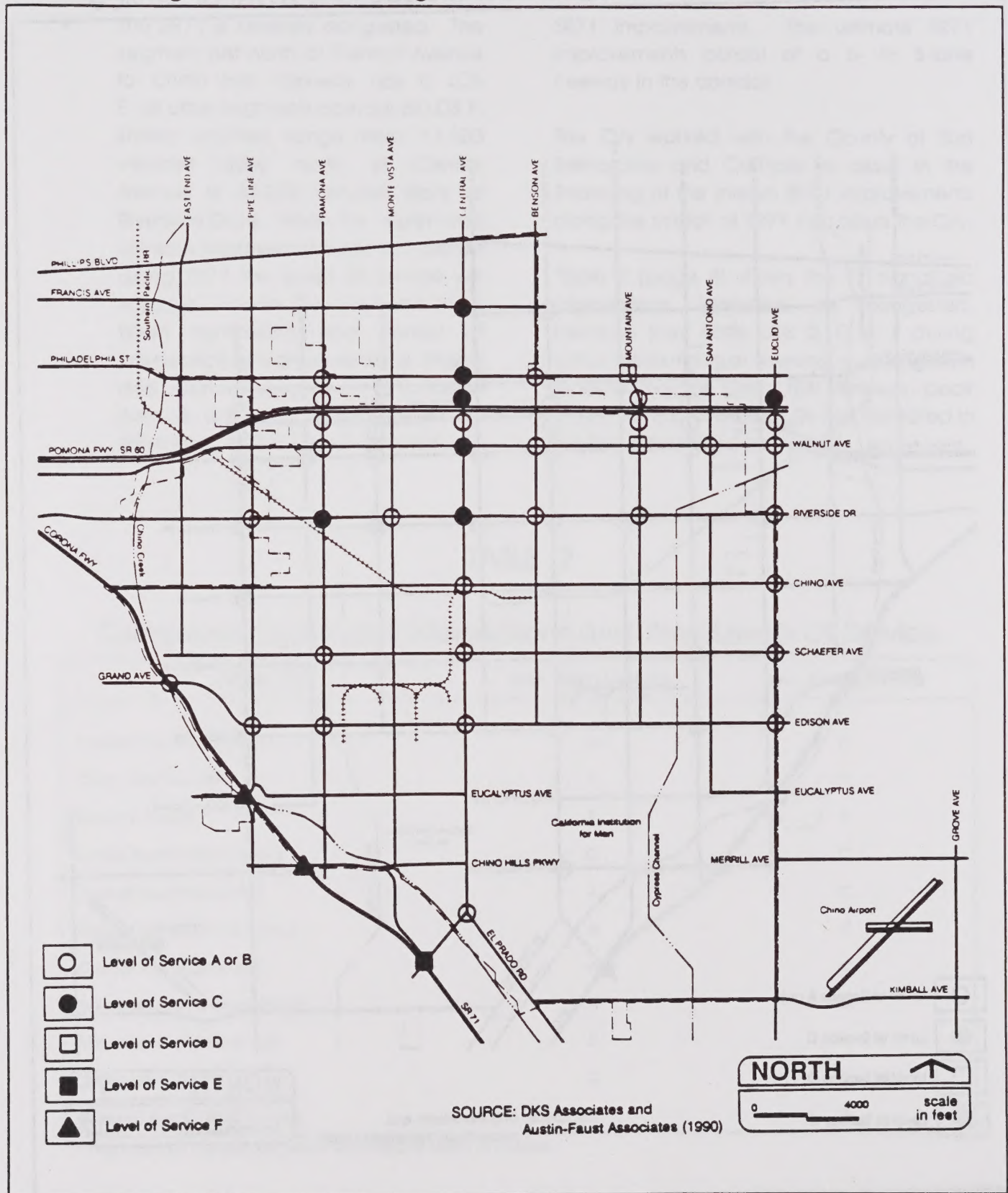


EXHIBIT 5

Existing PM Peak Hour Signalized Intersections Level of Service



One cause of poor levels of service is unsynchronized signal timing. When signals are properly timed, traffic will flow from one intersection to another with minimal slowing and stopping. When traffic is stopped at a light, the wait period will not be significant and will not create intersection congestion. When signals are improperly timed or when they are not phased with surrounding signals, traffic flow will be stopped or delayed at each light and queues will form potential creating intersection congestion. If intersection congestion is significant, cross traffic from surrounding streets may not proceed, as the queues block their path. In

addition to the congestion and delay, stopping and starting decrease vehicle efficiency and increase both vehicle generated noise and air pollution. Truck survey respondents indicate the unsynchronized signal timing significantly impacts their efficiency and their delivery schedules.

Ten (10) unsignalized intersections have been identified as having one or more congested movements, as shown in Table 3 (page 11). The LOS for all unsignalized intersections are illustrated in Exhibits 6 and 7 (pages 12 - 13).

TABLE 3

Congested Unsignalized Intersections and Their Levels of Service

INTERSECTION	A.M. PEAK HOUR LOS	P.M. PEAK HOUR LOS
Phillips Blvd/Central Ave •	F	F
Philadelphia St/Monte Vista Ave •	E	F
Riverside Dr/Reservoir St •	E	F
Riverside Dr/San Antonio Ave	C	D
Schaefer Ave/SR71 ••	E	E
Schaefer Ave/Ramona Ave	D	D
Edison Ave/SR71	E	E
Eucalyptus Ave/Central Ave	E	E
Chino Hills Pkwy/Ramona Ave	C	D
Riverside Dr/East End Ave •	F	F

• Signals proposed.

•• To be eliminated with improvements currently under construction.

EXHIBIT 6

Existing AM Peak Hour Unsignalalized Intersections Level of Service

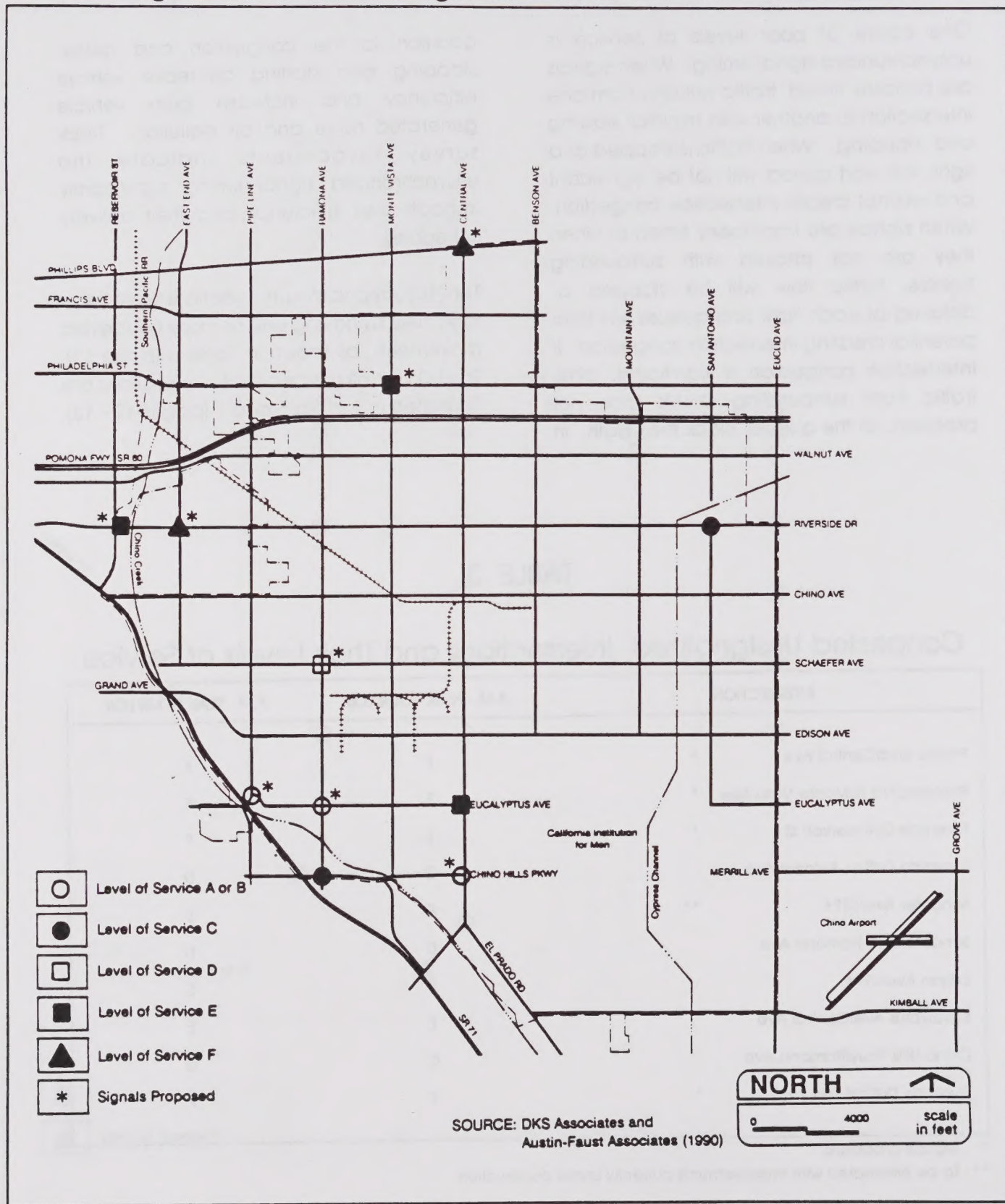
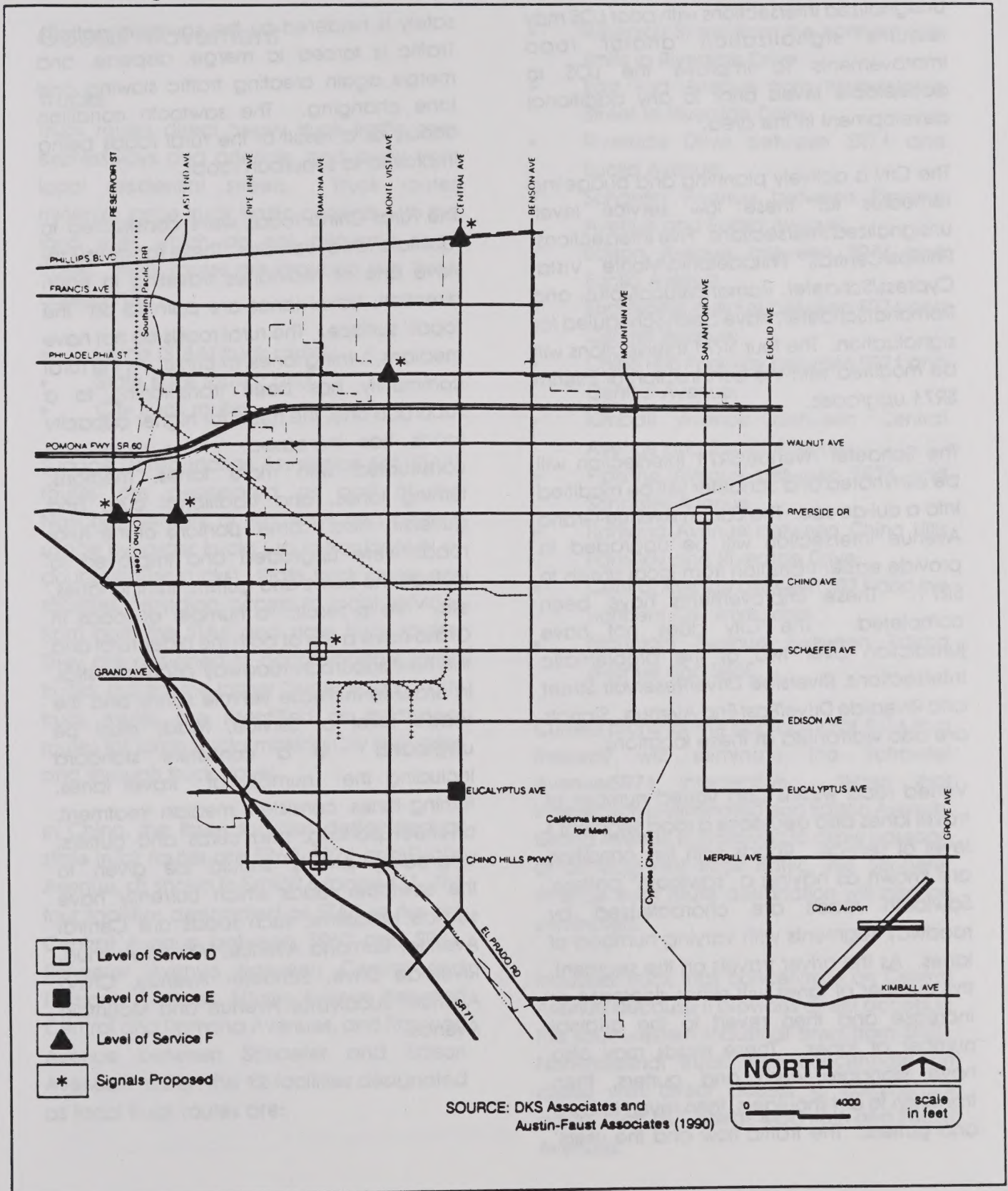


EXHIBIT 7

Existing PM Peak Hour Unsignalized Intersections Level of Service



Unsignalized intersections with poor LOS may require signalization and/or road improvements to improve the LOS to acceptable levels prior to any additional development in the area.

The City is actively planning and budgeting remedies for these low service level, unsignalized intersections. Five intersections, Phillips/Central, Philadelphia/Monte Vista, Cypress/Schaefer, Ramona/Eucalyptus, and Ramona/Schaefer, have been scheduled for signalization. The four SR71 intersections will be modified with the construction of interim SR71 upgrades.

The Schaefer Avenue/SR71 intersection will be eliminated and Schaefer will be modified into a cul-de-sac. The Edison Avenue-Grand Avenue intersection will be upgraded to provide easier transition from local streets to SR71. These improvements have been completed. The City does not have jurisdiction over two of the problematic intersections, Riverside Drive/Reservoir Street and Riverside Drive/East End Avenue. Signals are also warranted at these locations.

Varied road widths and varied number of travel lanes also decrease a road segment's level of service. Roads with this condition are known as having a "sawtooth" pattern. Sawtooth roads are characterized by roadway segments with varying numbers of lanes. As the driver travels on the segment, the number of lanes will either decrease or increase and then revert to the original number of lanes. These roads may also have standard curb and gutters, then transition to dirt shoulders, then revert to curb and gutters. The traffic flow and the users'

safety is hindered by the sawtooth pattern. Traffic is forced to merge, disperse, and merge again creating traffic slowing and lane changing. The sawtooth condition occurs as a result of the rural roads being improved to suburban roads.

The rural Chino roads were constructed to facilitate fewer vehicles. These roads usually have one or two lanes traveling in each direction; travel lanes are painted on the roads' surface. The rural roads do not have medians, turning lanes, or curbs. As the rural community has been transitioning to a suburban one, the need for higher capacity roads has increased. New roads are constructed with more lanes, medians, turning lanes, and traditional curb and gutters. Also, some portions of the rural roads were upgraded and improved to include the curbs and gutters, turning lanes, etc. As a result, a number of roads in Chino have a mix of both the older rural and the new suburban roadway characteristics. In order to increase vehicle safety and the road's level of service, roads must be upgraded to a consistent standard including the number of travel lanes, turning lanes, consistent median treatment, on-street parking, and curbs and gutters. Upgrading priority should be given to the sawtooth roads which currently have service problems; such roads are Central Avenue, Ramona Avenue, Walnut Avenue, Riverside Drive, Schaefer Avenue, Chino Avenue, Eucalyptus Avenue and Mountain Avenue.

Goods Movement

Trucks

Truck routes direct heavy truck traffic onto expressways and arterials, and away from local residential streets. Truck routes minimize large truck traffic conflicts with the land uses which do not generate truck traffic. Truck routes are grouped into three categories:

- ▶ Large (STAA) truck routes;
- ▶ State truck routes; and
- ▶ City truck routes.

Surface Transportation Assistance Act (STAA) routes are designated as part of the National Network of Highways and permits usage by larger trucks (up to tractor-semi or double-trailer trucks). State truck routes are facilities providing access to local services from both the STAA and state truck routes. They are designed to accommodate large trucks, but not the larger "super trucks." City truck routes are identified as additional routes for large trucks making City deliveries and through truck travel.

In Chino, the three facilities designated as state truck routes are SR60, SR71 and Euclid Avenue, as shown in Exhibit 8 (page 16). The four facilities designated as STAA routes are Central Avenue between SR60 and SR71, Schaefer Avenue between Central and Ramona Avenues, Edison Avenue between Central and Ramona Avenues, and Ramona Avenue between Schaefer and Edison Avenues. Lastly, the 12 facilities designated as local truck routes are:

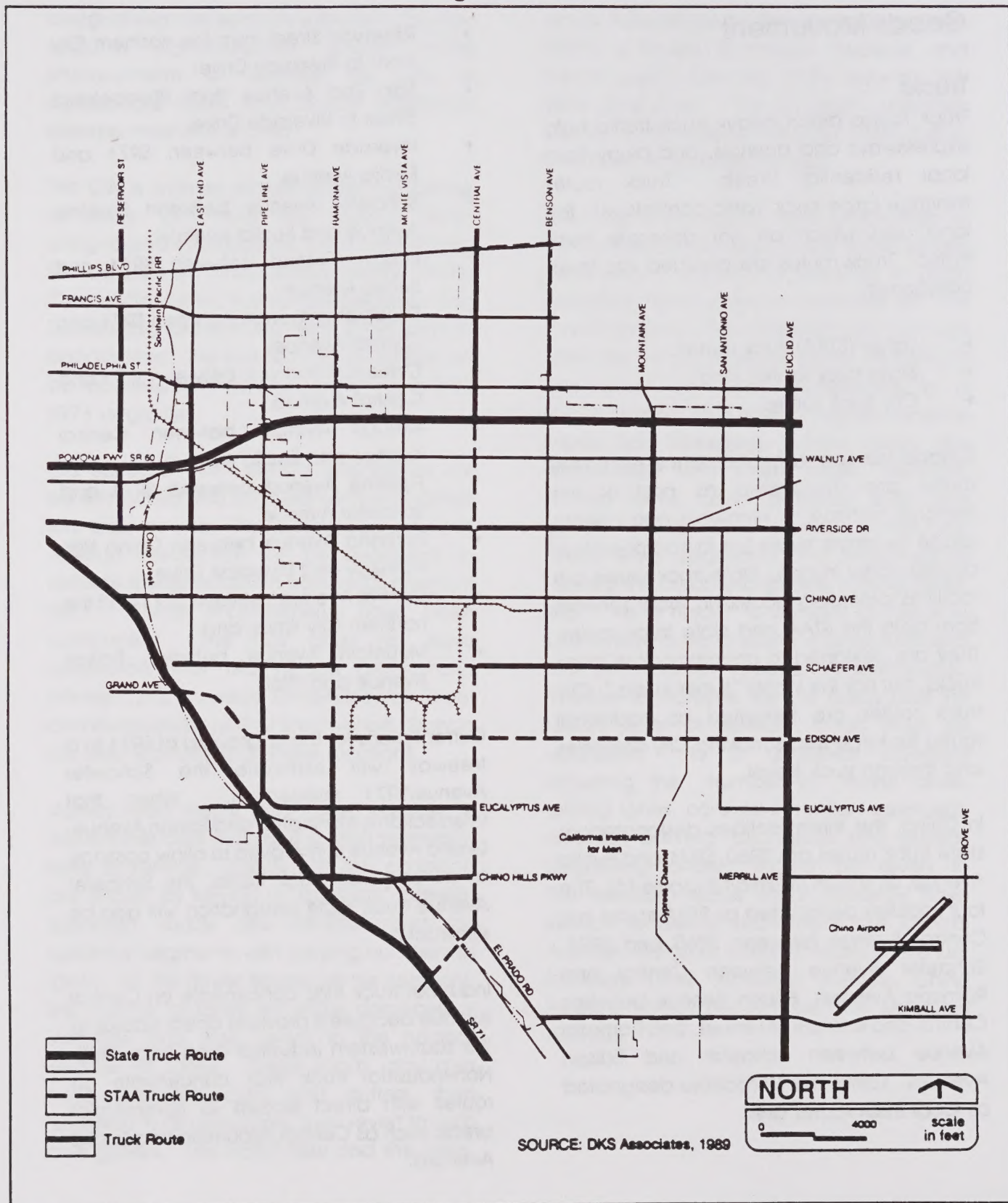
- ▶ Reservoir Street from the northern City limits to Riverside Drive;
- ▶ East End Avenue from Philadelphia Street to Riverside Drive;
- ▶ Riverside Drive between SR71 and Euclid Avenue;
- ▶ Schaefer Avenue between Pipeline Avenue and Euclid Avenue;
- ▶ Edison Avenue between SR71 and Euclid Avenue;
- ▶ Eucalyptus Avenue between SR71 and Central Avenue;
- ▶ Chino Hills Parkway between SR71 and Central Avenue;
- ▶ Kimball Avenue between Central Avenue and Euclid Avenue;
- ▶ Pipeline Avenue between SR71 and Schaefer Avenue;
- ▶ Ramona Avenue between Chino Hills Parkway and Riverside Drive;
- ▶ Central Avenue between SR71 and the northern City limits; and
- ▶ Mountain Avenue between Edison Avenue and SR60.

Current plans for the upgrading of SR71 to a freeway will eliminate the Schaefer Avenue/SR71 intersection. When that intersection is eliminated and Edison Avenue-Grand Avenue is improved to allow passage of all east-west truck traffic, the Schaefer Avenue truck route designation will also be eliminated.

Industrial truck trips concentrate on Central Avenue because it provides direct access to the southwestern industrial area from SR60. Non-industrial truck trips concentrate on routes with direct access to commercial areas, such as Central, Mountain and Euclid Avenues.

EXHIBIT 8

Existing Truck Routes



The City of Chino mailed a truck survey on May 1, 1990, to 703 businesses with City business permits filed. The purpose of the survey was to determine truck use within the City. The 212 respondents indicated that there are 1,051 trucks operating in the City. Most of the trucks are five axle vehicles. Most trucks are operated as part of a company fleet, however, there are many independent truck operators located in Chino. The truck peak periods are from 5 a.m. to 8 a.m. and 5 p.m. to 8 p.m. The truck peak periods coincide with commuter automobile traffic peaks. Most truck trips are regionally oriented; that is, most trucks leaving Chino have a destination that is not in the adjacent cities but in other counties. Since these trucks require easy access to the freeway network, the following truck routes are most frequently used: Edison Avenue, Central Avenue and Euclid Avenue. The truck survey respondents suggested the need for the following additional truck routes: Grand Avenue, Chino Avenue, Yorba Avenue, Benson Avenue, Philadelphia Street, Monte Vista Avenue, Pipeline Avenue, East End Avenue and Ramona Avenue. The truck survey respondents indicated that they park their trucks on-site, rather than on the local streets. However, the respondents expressed the desire to park on local streets during the late night hours. The respondents who did not park their trucks on-site, expressed the need for a truck parking facility located in the City. Other comments include retiming signals for an efficient truck operation, repaving and upgrading existing truck routes, and altering traffic sign heights along truck routes.

Although federal and state agencies are responsible for the development and enforcement of transportation regulations, the City is playing a role in the transportation of hazardous wastes/materials. Chino has adopted a Hazardous Waste Management Plan (HWMP) to assist in the regulation of generation and transportation of hazardous materials.

The City's Hazardous Waste Management Plan has designated Euclid Avenue, Edison Avenue, and Ramona Avenue south of Edison Avenue as routes for the transportation of hazardous waste which ultimately goes to treatment, recycling, and disposal facilities elsewhere in San Bernardino County.

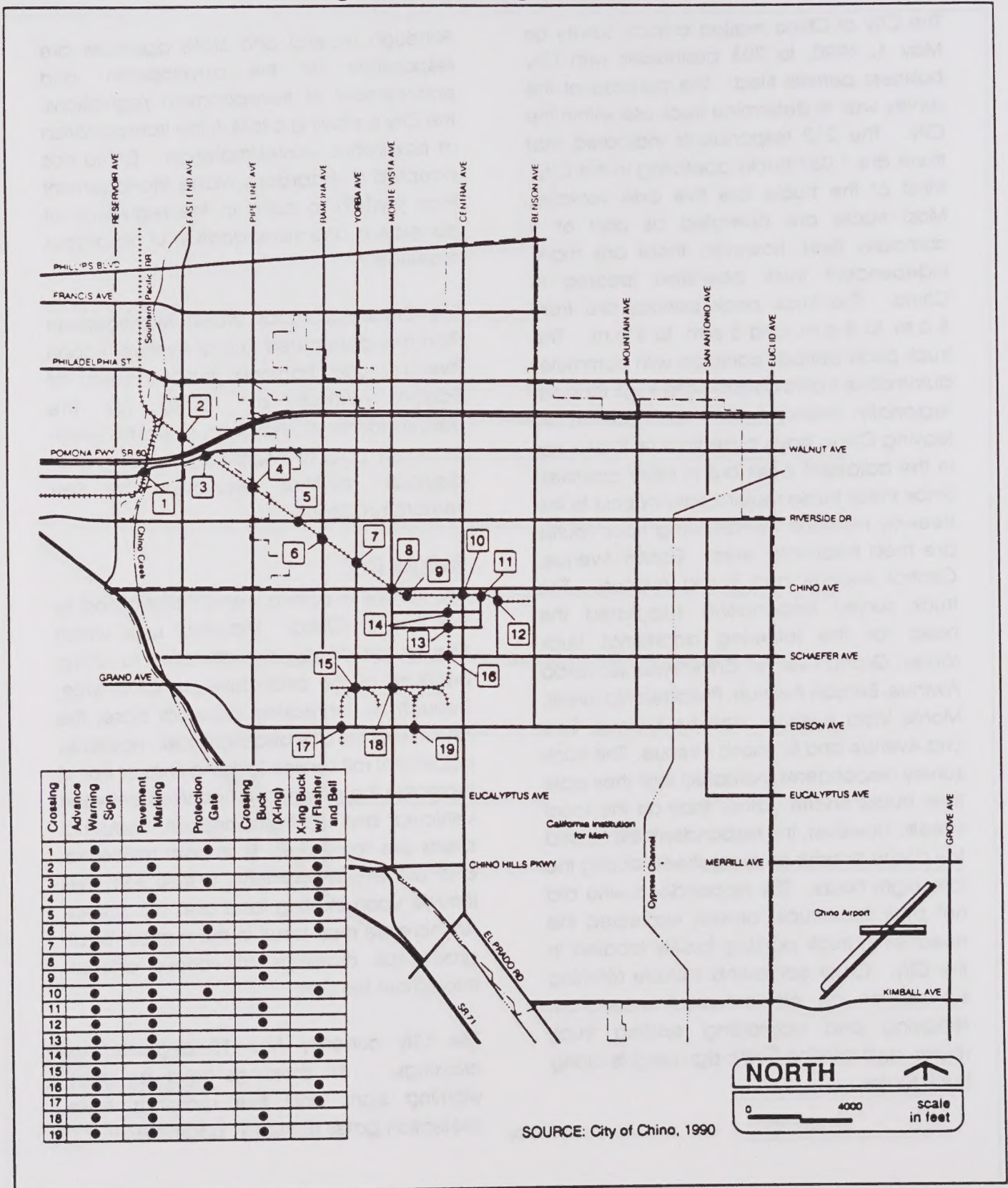
Freight Rail

Rail service is both a benefit and a cost to the City of Chino. Industrial uses which require rail access are attracted to Chino because of the availability of rail service. Through an increasing industrial base, the revenue of the City also increases. However, additional rail service (adding lines or trains) increases the potential for conflicts between vehicular and rail transportation. Industrial areas are more likely to impact residential and office developments if their rail lines intrude upon existing land uses for access. An increase may result in the number of at-grade rail crossings at various arterials throughout the City.

The City currently has 19 at-grade rail crossings. All crossings have advance warning signs and five crossings have protection gates (Exhibit 9, page 19).

EXHIBIT 9

Existing Rail Crossing Safety Features



The crossings with protection gates are Walnut Avenue, Ramona Avenue, Central Avenue and Schaefer Avenue. The remaining 14 crossings have pavement markings indicating the rail crossing.

All rail crossings at major, primary, and secondary arterial roads within the City have been recommended for an upgrade to Type 9 crossing. Type 9 crossings have both cantilevered arms and warning lights. In order for the remaining crossings to be upgraded to include the provision of arms and warning lights, a procedure outlined by the Public Utilities Commission (PUC) must be followed. This procedure requires the coordination of the local jurisdiction, the local PUC, CalTrans, and the local railroad represented. The time typically required to complete this process is around 20 months.

Approximately 35 trains operate daily on the Southern Pacific mainline located north of the City. Tapping into the mainline, a drill line enters Chino at the northern corporate boundary east of Reservoir Street, diagonally crosses the City north of SR60, and continues southeast to Chino Avenue and Monte Vista Avenue. The drill line operates one freight train each day. Stemming from the drill line are four spur lines. These existing spur lines access individual freight users located south of Chino Avenue, east of Central Avenue to Ramona Avenue. Existing rail lines and current master plan rail facilities are indicated on Exhibit 10 (page 20).

Drill lines and spur lines will be constructed by other entities, and Southern Pacific will

assume drill line ownership and maintenance costs. Spur line maintenance and related costs are the responsibility of Southern Pacific Railroad. The existing circulation master plan shows that the drill line from Monte Vista Avenue to Benson Avenue will be abandoned and the right-of-way will be utilized for uses other than rail activities.

Future rail line locations and train frequency beyond those identified in the master plan will be determined by the City at the request of individual users.

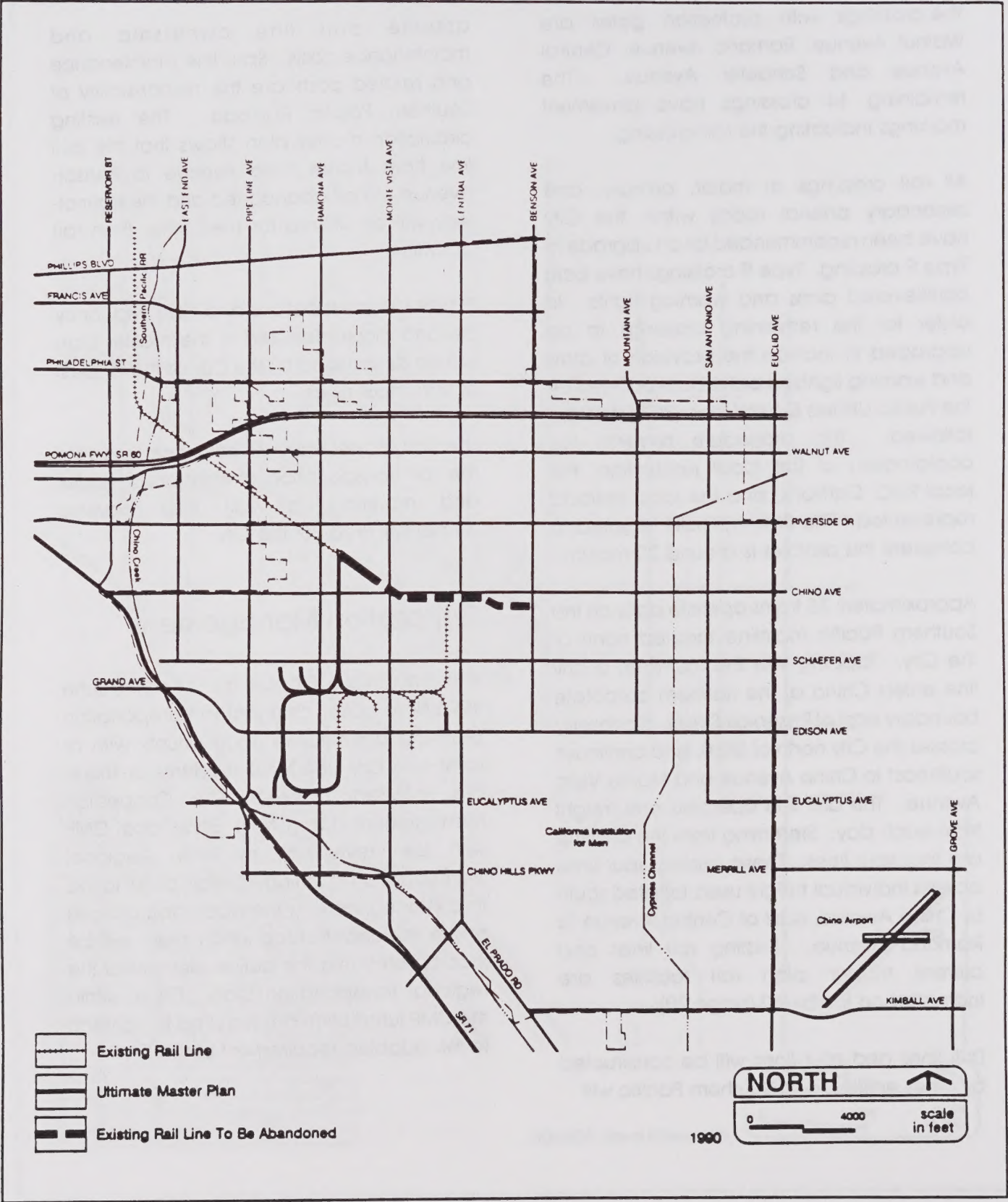
The Rail Master Plan will not accommodate the rail transportation of hazardous wastes and materials, as rail lines traverse residential areas of the City.

Congestion Management

After approval of Proposition 111 on the June 1990 state ballot, designated transportation planning agencies in each county with at least one City of 50,000 residents or more, are required to prepare a Congestion Management Plan (CMP). Each local CMP will be reviewed by the Regional Transportation Planning Agency, and if found in conformance with the goals and policies of the regional transportation plan, will be incorporated into the action element of the regional transportation plan. Cities within the CMP jurisdiction are required to conform to the adopted requirement of the CMP.

EXHIBIT 10

Existing and Master Plan Freight Rail Facilities



Travel Demand Management

Travel Demand Management (TDM) strategies are programs intended to reduce congestion by reducing or staggering the timing of peak automobile travel. TDM can be characterized as either being residential-based or employment-based. Strategies which focus upon employment-based programs have tended to be more successful at reducing peak hour trips.

Recently, the South Coast Air Quality Management District (SCAQMD) adopted Regulation XV, requiring large employers (those having 100 or more full time employees arriving between 6 a.m. and 10 a.m.) to implement trip reduction programs. These programs may be implemented by each employer or by a Transportation Management Association (TMA). TMAs are independent, non-profit organizations facilitating cooperative policies, traffic mitigation measures, and service provision, while providing a forum for public and private sector cooperation in reducing cars on the roadway network. Currently, the City requires Truck Travel Demand Management (TTDM) plans for large commercial or industrial uses. The City also conditions new industrial and commercial developments to develop and implement TTDM plans.

Residential and employment-based strategies include carpooling, transit subsidy, flexible work hours, and outlying parking (park-n-ride). The Commuter Computer Program provides ridesharing match services for Chino area residents.

The Commuter Computer Program currently anticipates increased usage, as both industrial development and public awareness increase.

Park-n-ride facilities, located in Ontario, Norco, Corona, Pomona, Diamond Bar and Mira Loma, provide a total of 1,550 parking spaces. CalTrans encourages local property owners and local jurisdictions to develop and maintain park-n-ride facilities. CalTrans has identified the need for future park-n-ride facilities along SR71 and SR60. Traditionally, voluntary park-n-ride lot participation is very low. As a result, CalTrans offers participation inducements, such as insurance and maintenance for park-n-ride facilities adjacent to freeways.

Transit Services and Commuter Rail

The future growth of industrial and commercial development, particularly in the southwest portion of the City, will create densities and traffic that may support the development of alternative transportation modes. Alternative transportation modes refer to public transit and commuter rail, although other modes, such as walking and bicycling, also contribute to a reduction in vehicle demand.

Commuter Rail

Chino area's commuter rail service is still in the planning stages. Recent community rail interest has heightened because the Santa Fe and Southern Pacific railroads are interested in selling their San Bernardino/Los

Angeles tracks and right-of-way. These tracks are located north of Chino in Montclair.

The San Bernardino Association of Government's (SANBAG) has formed a commuter rail committee to pursue creation of a commuter rail line. The commuter rail committee plans 13 stations along the San Bernardino/Los Angeles route. Four morning inbound and four afternoon outbound trains will operate on weekdays. Ridership is estimated at 5,000 daily riders, increasing to 10,000 riders by 2010. Revenue is an estimated \$5 million, however, operating costs may be as high as \$10 million. Capital costs are unknown, but will most likely exceed \$100 million. The closest station to Chino would be located at the Montclair Transcenter (4 miles north of Chino at Monte Vista Avenue/Arrow Highway intersection).

A second commuter rail line, running from San Bernardino along the SR91 from Riverside to Los Angeles, is being considered.

A third commuter rail line is being proposed from San Bernardino to Irvine, running along the Santa Fe Rail Line.

Start-up dates for the San Bernardino/Los Angeles line is 1992, San Bernardino/Riverside to Los Angeles is 1995, and San Bernardino to Riverside to Irvine is 1995.

The Southern California Association of Governments (SCAG) currently is preparing a study of regional rail routes linking San Bernardino to Los Angeles and Orange counties. Rail lines to be studied include

both Santa Fe and Union Pacific in the communities surrounding Chino.

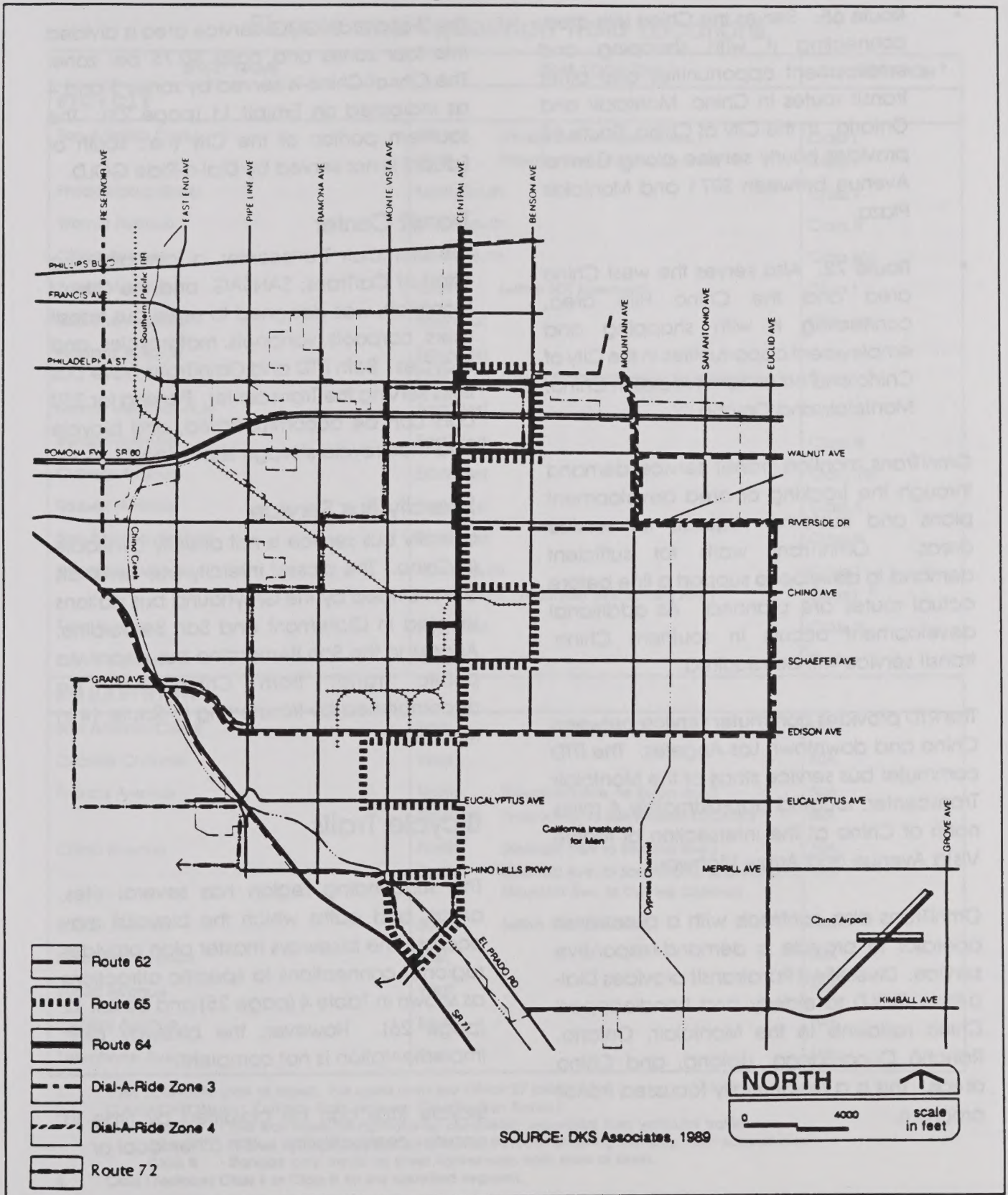
Bus Transit

OmniTrans operates inter- and intra-city routes in the area. Three routes currently serve Chino and the surrounding cities, Routes 62, 64, and 65.

- ▶ **Route 62:** Is a loop route serving central Chino, the western portion of Ontario, and Upland. In the City of Chino, Route 62 travels along Mountain Avenue to Philadelphia Street, to Central Avenue, to Riverside Drive, and eventually to Euclid Avenue, as shown in Exhibit 11 (page 23). Service is provided on an hourly basis Monday through Saturday from approximately 6 a.m. to 6 p.m.
- ▶ **Route 64:** Starts at the Chino Civic Center, serves the Central Avenue corridor, and operates on a 1-hour frequency between 6:30 a.m. and 5:30 p.m. Service is provided Saturdays every hour between 7:15 a.m. and 5:10 p.m. Route 64 also serves Ontario and Upland. Connections are provided to the Southern California Rapid Transit District (RTD) on Monte Vista Avenue at Palo Verde, and Central Avenue and Holt Boulevard, while local connections to Route 62 are provided at Central Avenue and Riverside Drive and Philadelphia Street at Benson Avenue. The Route 64/65 connection occurs at Central and Chino Avenues.

EXHIBITS 11

Existing Transit Services



- ▶ **Route 65:** Serves the Chino Hills area, connecting it with shopping and employment opportunities and other transit routes in Chino, Montclair and Ontario. In the City of Chino, Route 65 provides hourly service along Central Avenue between SR71 and Montclair Plaza.
- ▶ **Route 72:** Also serves the west Chino area and the Chino Hills area, connecting it with shopping and employment opportunities in the City of Chino and other transit routes in Chino, Montclair and Ontario.

OmniTrans monitors transit service demand through the tracking of area development plans and customer requests for service areas. OmniTrans waits for sufficient demand to develop to support a line before actual routes are planned. As additional development occurs in southern Chino, transit service will be required.

The RTD provides commuter service between Chino and downtown Los Angeles. The RTD commuter bus service stops at the Montclair Transcenter, located approximately 4 miles north of Chino at the intersection of Monte Vista Avenue and Arrow Highway.

OmniTrans also contracts with a paratransit operator to provide a demand-responsive service. Diversified Paratransit provides Dial-a-Ride GOLD to elderly and handicapped Chino residents in the Montclair, Ontario, Rancho Cucamonga, Upland, and Chino areas. This is a residentially focussed transit program.

The Dial-a-Ride GOLD service area is divided into four zones and costs \$0.75 per zone. The City of Chino is served by zones 3 and 4 as indicated on Exhibit 11 (page 23). The southern portion of the City (i.e., south of Edison) is not served by Dial-a-Ride GOLD.

Transit Center

The Montclair Transcenter, a joint planning effort of CalTrans, SANBAG, and the City of Montclair, was designed to serve bus transit users, carpools, vanpools, motorcycles, and bicycles. Both RTD and OmniTrans have bus lines serving the Transcenter. Parking for 350 cars can be accommodated, and bicycle and motorcycle storage is provided.

Intercity Bus Service

Intercity bus service is not directly available in Chino. The closest intercity bus terminals are provided by the Greyhound bus stations located in Claremont and San Bernardino. Access to the San Bernardino bus depot via public transit from Chino can be accomplished by transferring to Route 14 in Montclair.

Bicycle Trails

The surrounding region has several sites, areas, and paths which the bicyclist may access. The bikeways master plan provides regional connections to specific attractions as shown in Table 4 (page 25) and Exhibit 12 (page 26). However, the bikeway plan implementation is not complete.

Bicycle trips can be classified by type to ensure compatibility with other local or

TABLE 4

Bicycle and Equestrian Trails Locations

STREET NAME	TRAIL LOCATION ¹	CLASSIFICATION ²
BICYCLE		
San Antonio Creek	East (Phillips Blvd. to Pipeline Ave.) West (Pipeline Ave. to south city limits)	Class I Class I
Philadelphia Street	North/South	Class II
Walnut Avenue	North/South	Class III
Chino Avenue	North/South	Class II/III
Edison Avenue	South (within SCE Easement)	Class I
East End Avenue	East/West	Class II/III
Pipeline Avenue	East/West East (San Antonio Channel to Eucalyptus Ave.)	Class II Class I ³
Monte Vista Avenue	East/West	Class III
Benson Avenue	East/West	Class III
Cypress Avenue	East/West	Class II/III
Roswell Avenue	East/West	Class II
San Antonio Avenue	East/West	Class III
Schaefer Avenue	North/South North/South (Mountain Ave. to Fern Ave.)	Class II Class I ³
Fern Avenue	East/West	Class III
Euclid Avenue	West	Class I
EQUESTRIAN		
San Antonio Creek	East	N/A
Cypress Channel	West	N/A
Francis Avenue	North (Telephone Ave. to Yorba Ave.) South (Yorba Ave. to San Antonio Channel)	N/A N/A
Chino Avenue	North (Heritage Park to East End Ave.) South (East End Ave. to San Antonio Channel and Mountain Ave. to Cypress Channel)	N/A N/A
Edison Avenue	South (within SCE Easement)	N/A
Mountain Avenue	East	N/A
Euclid Avenue	West	N/A
Central Avenue	East	N/A
Telephone Avenue	East	N/A

1. TRAIL LOCATION (side of street). For exact limits see Exhibit 27 (page 74).

2. CLASSIFICATION (per Caltrans State Highway Classification System).

Class I - Two way travel on right-of-way, completely separated from vehicular traffic.

Class II - Striped line and signage for one way travel on street right-of-way, both sides of street.

Class III - Signage only, travel on street right-of-way, both sides of street.

3. Class I replaces Class II or Class III on the identified segment.

EXHIBIT 12

Existing Planned General Plan Bicycle and Equestrian Trails



regional facilities. CalTrans has designated three classes of bikeways. These CalTrans classifications are as follows:

- ▶ **Class I Bikeway (Bicycle Way):**
Provides for bicycle travel on a right-of-way completely separated from any street or highway.
- ▶ **Class II Bikeway (Bicycle Lane):**
Provides a striped lane for one-way travel on a street or highway with signage identifying bicycle routes.
- ▶ **Class III Bikeway (Bicycle Route):**
Provides for shared use with pedestrian or motor vehicle traffic. Signage identifies the road as a bicycle route. No special striping is provided for bicyclists.

The Chino Fairgrounds and Ruben Ayala Community Park attract recreational cyclists. Within the East Chino Specific Plan, several bikeways are identified: Euclid and Chino Avenues, along the Cypress Channel, SCE easement along Edison, and local trails. A proposed bicycle trail is the San Bernardino County Flood Control District land adjacent the San Antonio Channel. There are constraints in providing a bicycle trail along most of the San Antonio Channel. The channel was not designed to accommodate bicyclist riding along the edge. (There is limited vertical clearance from the top of the bicycle trail to the obstructions above, forcing a cyclist to exit the trail at each major street crossing. The future development of this trail would require interagency cooperation and planning. Nearby jurisdictions have identified the Santa

Ana River, Philadelphia, Walnut, Riverside, and San Antonio Avenues as bicycle trails.

Equestrian Trails

Chino's agricultural history can still be seen in the large-lot residential areas of the northwest and southeast where horse-keeping is common. The existing equestrian trail system provides local recreational trails and also provides access to the larger regional system of trails. Numerous local sites serve as equestrian attractions, such as the Chino Fairgrounds, Chino Hills State Park, Prado Dam area, and the Santa Ana River trail. The equestrian trails generally share rights-of-way with secondary arterials, utility lines, and flood control channels. City staff is currently reviewing and, where necessary, revising design standards for the trails. Both the northwest and southeast neighborhoods are identified as requiring continued access to the trails. Potential trails serving as north/south spines are the San Antonio and Cypress flood control channels. The East Chino Specific Plan has integrated trail systems as part of the community. Trails, shown on Exhibit 12 (page 26), are located on East End Avenue, Chino Avenue, Francis Avenue, Edison Avenue and Euclid Avenue.

Aviation

Northeast of Chino, the Ontario Airport serves 4.8 million passengers annually, as well as providing air cargo operations. The Chino Airport, located 4 miles southeast of downtown Chino, provides general aviation

services for approximately 950 aircraft based there. In May 1989, the County of San Bernardino adopted the Master Plan Update/Economic Land Use Study for the Chino Airport. According to the master plan update, the volume of total aircraft based at Chino Airport is forecast to increase to 1,900 in 2005, an average annual increase of 4.3%. Total general aviation operations are forecast to increase from 214,100 in 1984 to 482,000 in 2005, an average annual increase of 3.9%.

The master plan update recommends acquiring 480 acres of land (primarily to the east of the airport) for the construction of a new 7,000-foot runway, the extension of the existing east/west runway to an ultimate length of 5,000 feet, and the addition of new non-airport commercial uses in the northwestern portion of the airport property. Vehicular access to the airport is provided by Merrill Avenue to the north and by Kimball Avenue to the south, both via Euclid Avenue.

Road improvements are planned to eliminate excessive intersections along Euclid Avenue near Merrill Avenue. Additional Kimball Avenue access points will be created. Grove Avenue is proposed to be closed, requiring an alternative north/south link along the eastern edge of the airport property.

Whether the City annexes the airport or not, the Chino Airport administration remains with the County of San Bernardino. If annexed, it is expected that the airport would connect to City support infrastructure required to sustain the anticipated airport growth.

To accomplish managed growth, the City is coordinating with San Bernardino County in the development of the Airport Land Use Commission (ALUC) Master Plan of Airports. The plan will include policies to encourage airport related uses to be developed in clear zones and adjacent to the airport. The plan will anticipate some of the airport's impacts such as increased noise and increased traffic. Therefore, City land use policies should prohibit residential, schools, hospitals, intense commercial and other "people intense" development in the clear zones. Transit facilities should be encouraged to locate facilities near the airport; truck routes should link the airport with the regional roads, SR71 and SR60. The City should seek federal aviation and county funds to finance the development and maintenance of airport-necessitated infrastructure.

Utilities

Public utilities, along with transportation facilities, are part of the permanent foundation for shaping development in substantial portions of the City. Chino utility systems provide the essential resources and services to support Chino residents and businesses.

The Circulation Element contains City policies for utility infrastructure in Chino, including electrical and natural gas pipelines, water lines, wastewater, and storm drainage.

- **Electrical:** Southern California Edison (SCE) has a fuel oil pipeline traversing Chino. The fuel oil pipeline enters the City at the Pipeline/Eucalyptus/SR71

intersection, travels north to Edison Avenue, then east to the Euclid/Edison Avenues pump station as shown in Exhibit 13 (page 30). The 220 kilowatt high voltage lines are located along Chino Hills Parkway from the west City limit to Central Avenue, Central Avenue from Chino Hills Parkway to and along Edison Avenue from Oaks Avenue to the east City limit. The 66 kV lines are located throughout the City on the following streets: Philadelphia Street, Pipeline Avenue, Yorba Avenue, Fifth Street, Central Avenue, Eleventh Street, Oaks Avenue, Magnolia Avenue, Mountain Avenue, Francis Avenue, Walnut Avenue, Chino Avenue, Schaefer Avenue, Edison Avenue and through and adjacent to the California Institution for Men (CIM).

- ▶ **Natural Gas:** Natural gas is provided to the City of Chino by the Southern California Gas Company (SCG). Gas transmission lines shown in Exhibit 14 (page 31) are located on Schaefer, Edison, Merrill, Benson, Monte Vista, and Central Avenues, and Chino Hills Parkway. Gas supply lines are located on Riverside Drive, Euclid Avenue, and East End Avenue. Southern California Gas Company does not anticipate any future problems in accommodating additional demand for service.
- ▶ **Wastewater:** Two regional wastewater lines, shown in Exhibit 15 (page 32), cross the City of Chino. Sewer lines located throughout the City connect to these regional lines. Most lines have

been constructed to their ultimate specifications. However, planned wastewater lines between Riverside Drive and Eucalyptus Avenue east of San Antonio Avenue have not yet been constructed, nor have the lines to be located in Francis Avenue west of Ramona Avenue to the City limits, and east of Monte Vista Avenue to the City limit. Shorter lines in the northeast and the northwest areas are not yet constructed.

Wastewater lines in areas constructed immediately after World War II may require upgrading and improvement to continue to adequately serve future development, particularly along Monte Vista Avenue from Chino Hills Parkway to Riverside Drive, and within the old township. The City is currently identifying older line areas requiring line repair or rehabilitation.

Industrial users have special wastewater requirements to control the discharge of hazardous materials. An existing local ordinance addresses wastewater pretreatment requirements for industrial uses.

Chino wastewater lines connect to two processing facilities, El Prado and Carbon Canyon wastewater treatment plants. Currently, the El Prado station has a six to seven million gallon per day (mgd) capacity and the Carbon Canyon facility when opened and operating will have a 6.7 mgd capacity. Expansion of the Carbon Canyon facility will increase

EXHIBIT 13

Southern California Edison Transmission Lines

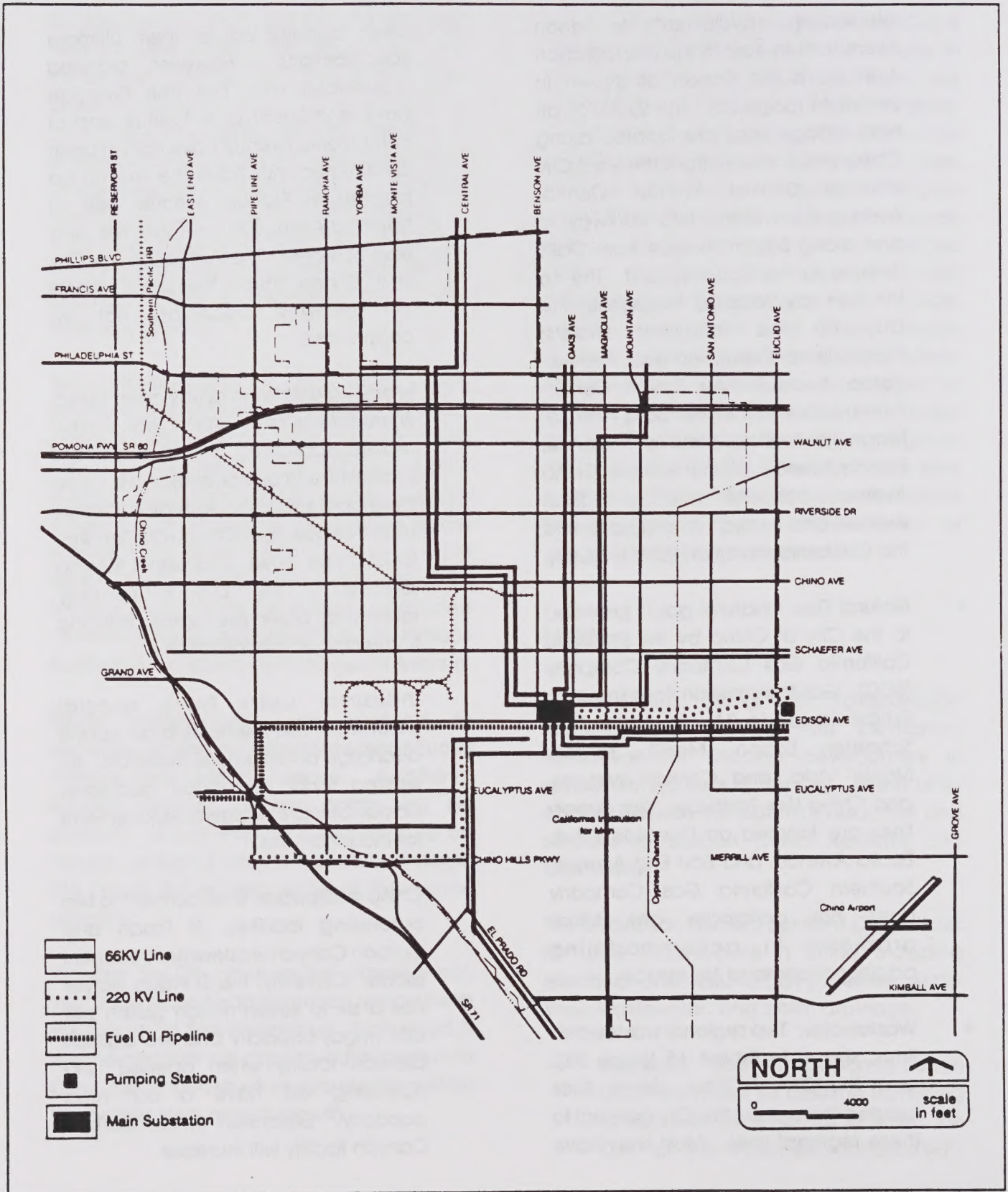


EXHIBIT 14

Existing Natural Gas Facilities

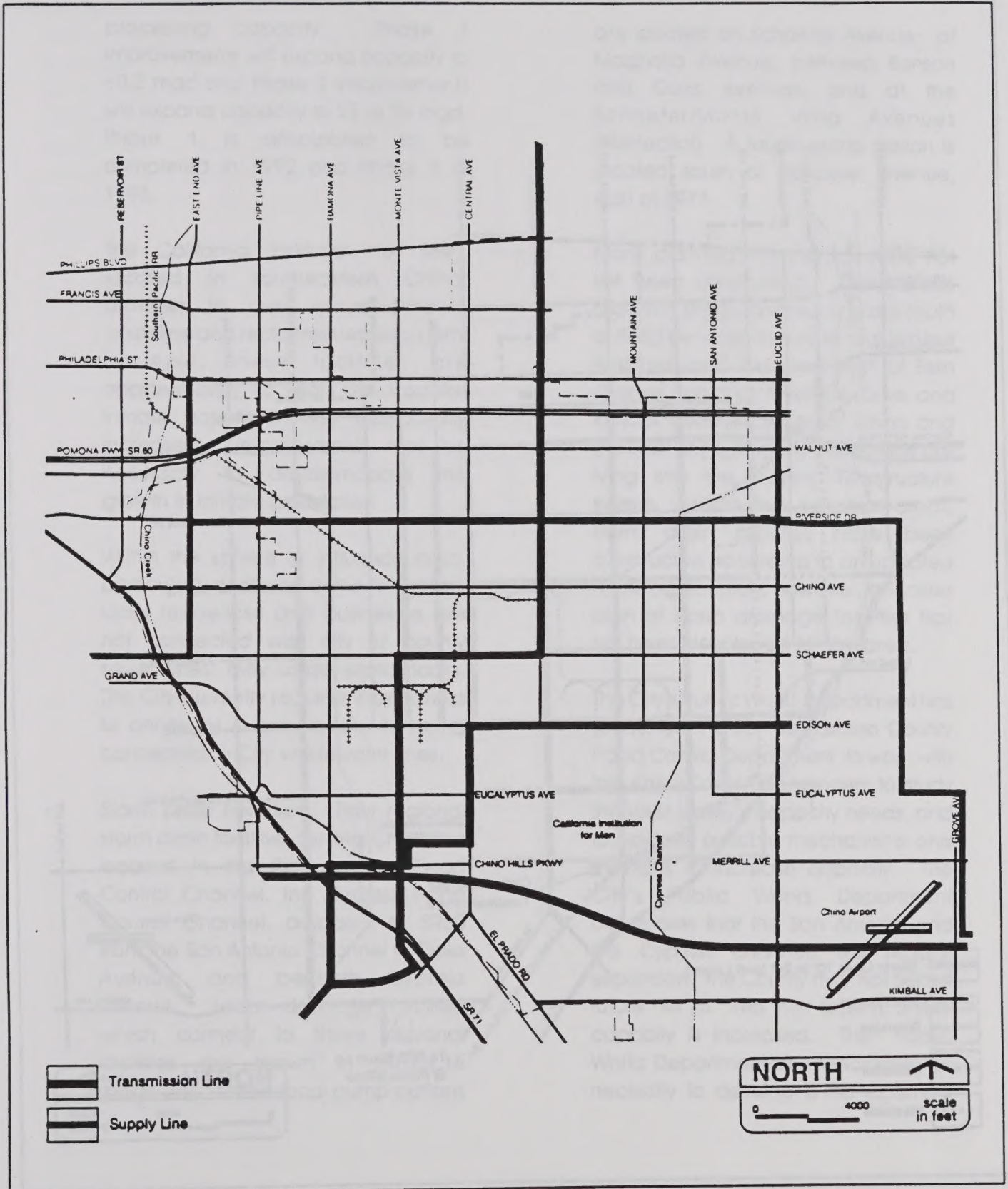
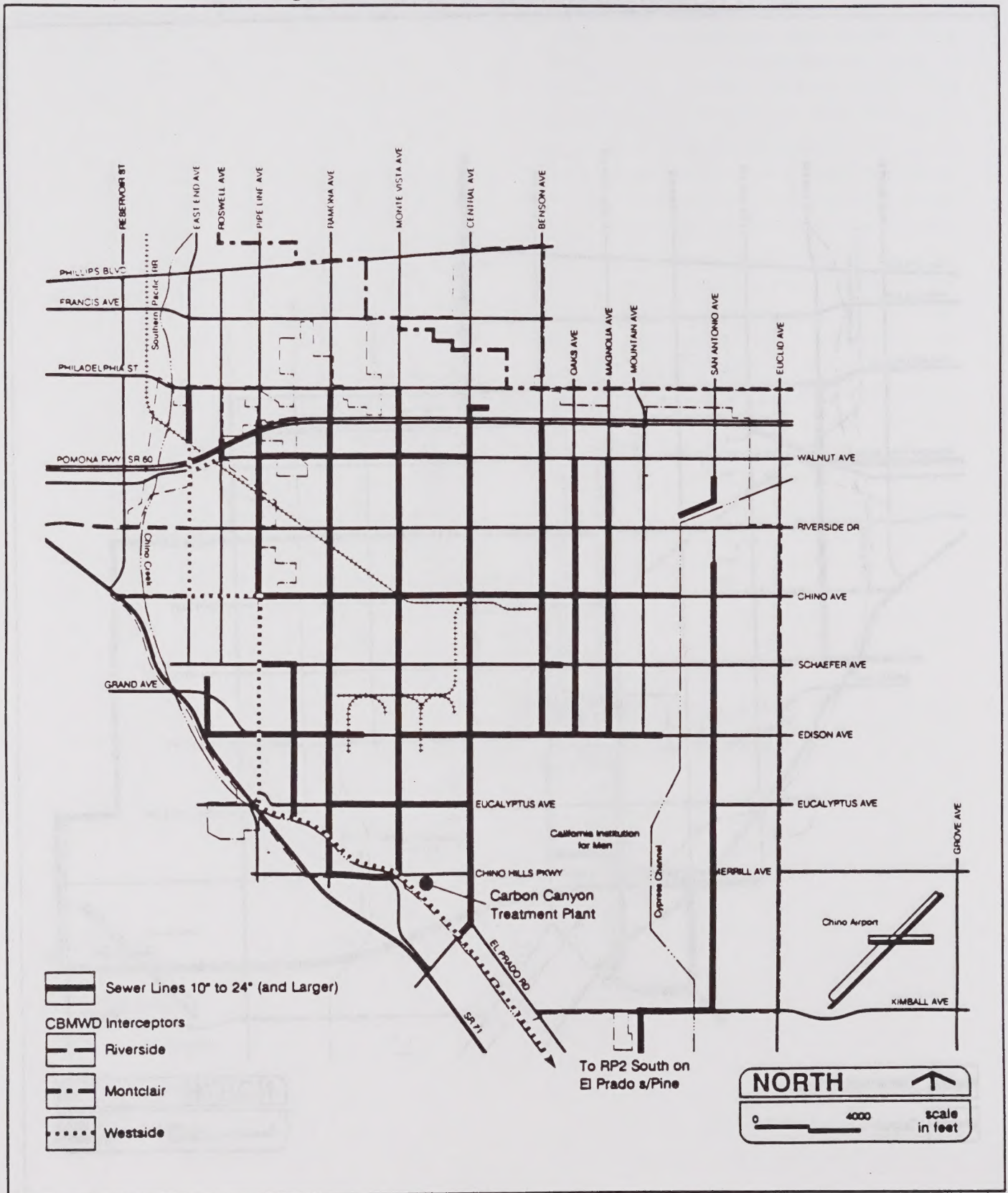


EXHIBIT 15

Existing and Proposed Wastewater Facilities



processing capacity. Phase 1 improvements will expand capacity to 10.2 mgd and Phase 2 improvements will expand capacity to 22 to 24 mgd. Phase 1 is anticipated to be completed in 1992 and Phase 2 in 1995.

The California Institution for Men, located in southeastern Chino, provides its own non-reclaimable wasteline and reclaimed water system. However, these facilities are approximately 40 years old, and the inmate population has substantially increased. Improvements may be necessary to accommodate the growth in inmate population.

Within the sphere of influence area, particularly northwest of the City, many local residences and businesses are not connected with city or county sewer lines; they utilize septic tanks. The City currently requires these areas to annex as a prerequisite to being connected to City wastewater lines.

- **Storm Drain Facilities:** Four regional storm drain facilities serving Chino are located in the San Antonio Flood Control Channel, the Cypress Flood Control Channel, adjacent to SR60 from the San Antonio Channel to Oaks Avenue, and beneath Cypress Avenue. Local drainage facilities which connect to these regional facilities are shown in Exhibit 16 (page 34). Three local pump stations

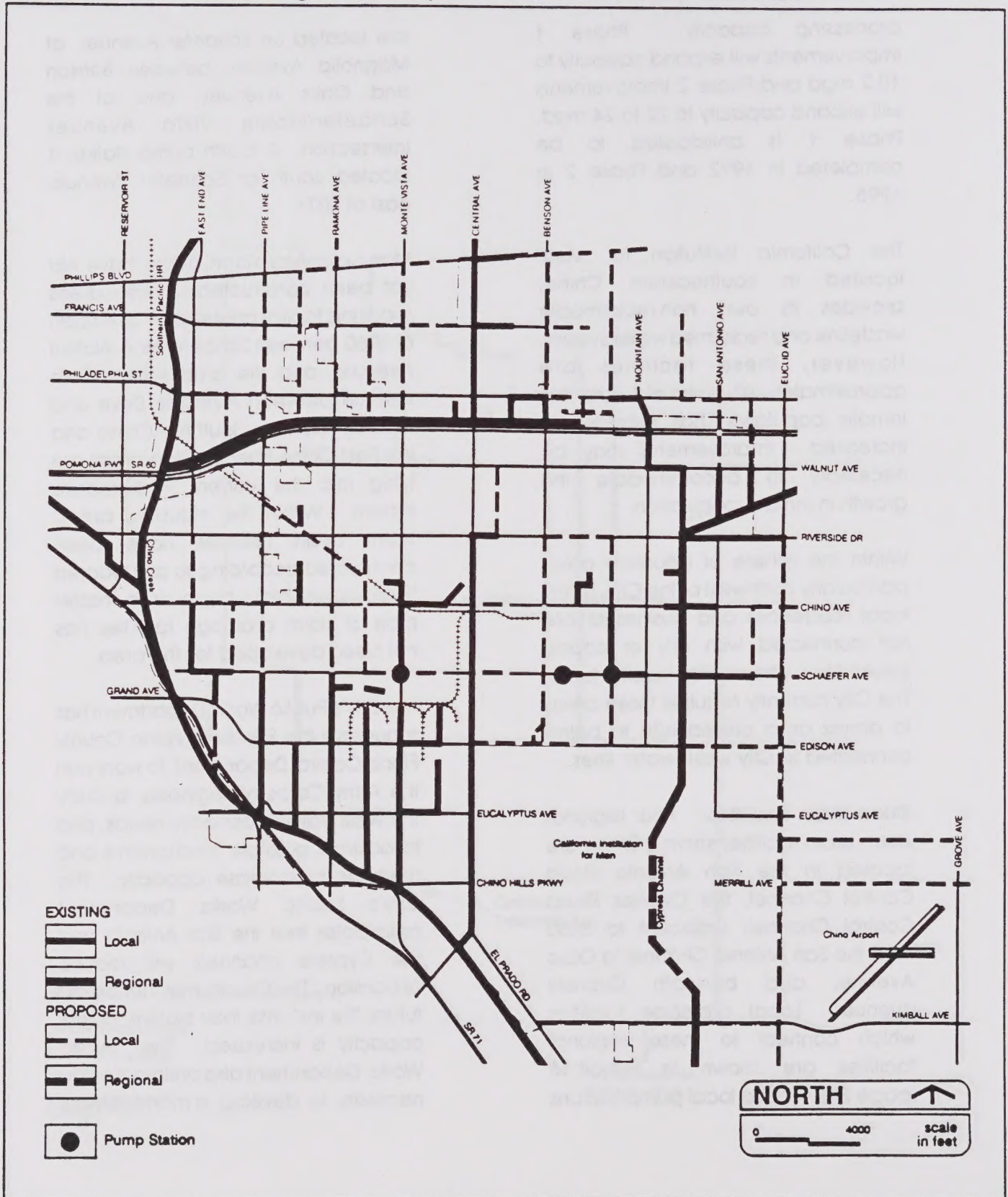
are located on Schaefer Avenue: at Magnolia Avenue, between Benson and Oaks Avenues, and at the Schaefer/Monte Vista Avenues intersection. A fourth pump station is located south of Schaefer Avenue, east of SR71.

Many planned storm drains have not yet been constructed. Those areas requiring facility construction are south of SR60 between Schaefer and Walnut Avenues, and the area east of Fern Avenue between Riverside Drive and Kimball Avenue. Southern Chino and the East Chino Specific Plan areas are tying into the current infrastructure system. Within the industrial areas, storm drain facilities have been constructed according to an updated hydrological plan, however, a master plan of storm drainage facilities has not been developed for the area.

The City's Public Works Department has requested the San Bernardino County Flood Control Department to work with the Army Corps of Engineers to study the West Valley's capacity needs, and to address possible mechanisms and methods to increase capacity. The City's Public Works Department anticipates that the San Antonio and the Cypress channels will require expansion. The County may not permit future "tie ins" into their system, unless capacity is increased. The Public Works Department also anticipates the necessity to develop a management

EXHIBIT 16

Existing and Proposed Storm Drain Facilities



plan and permit process for hazardous materials. The plan and process are pending federal regulations for non-point source runoff control. The department anticipates that development of a management plan and permit process will require two or more years of concerted effort.

- **Water:** Within the last few years, the City has had an aggressive program to remove substandard water lines. New lines are 8 to 10 inches in diameter. Although there are still some older areas with 2- to 4-inch county lines. As the City extends service to areas in which the county has provided service, the lines are upgraded. No area within the Chino service area has an inadequate fire-flow. Local and regional water facilities are shown in Exhibit 17 (page 36).

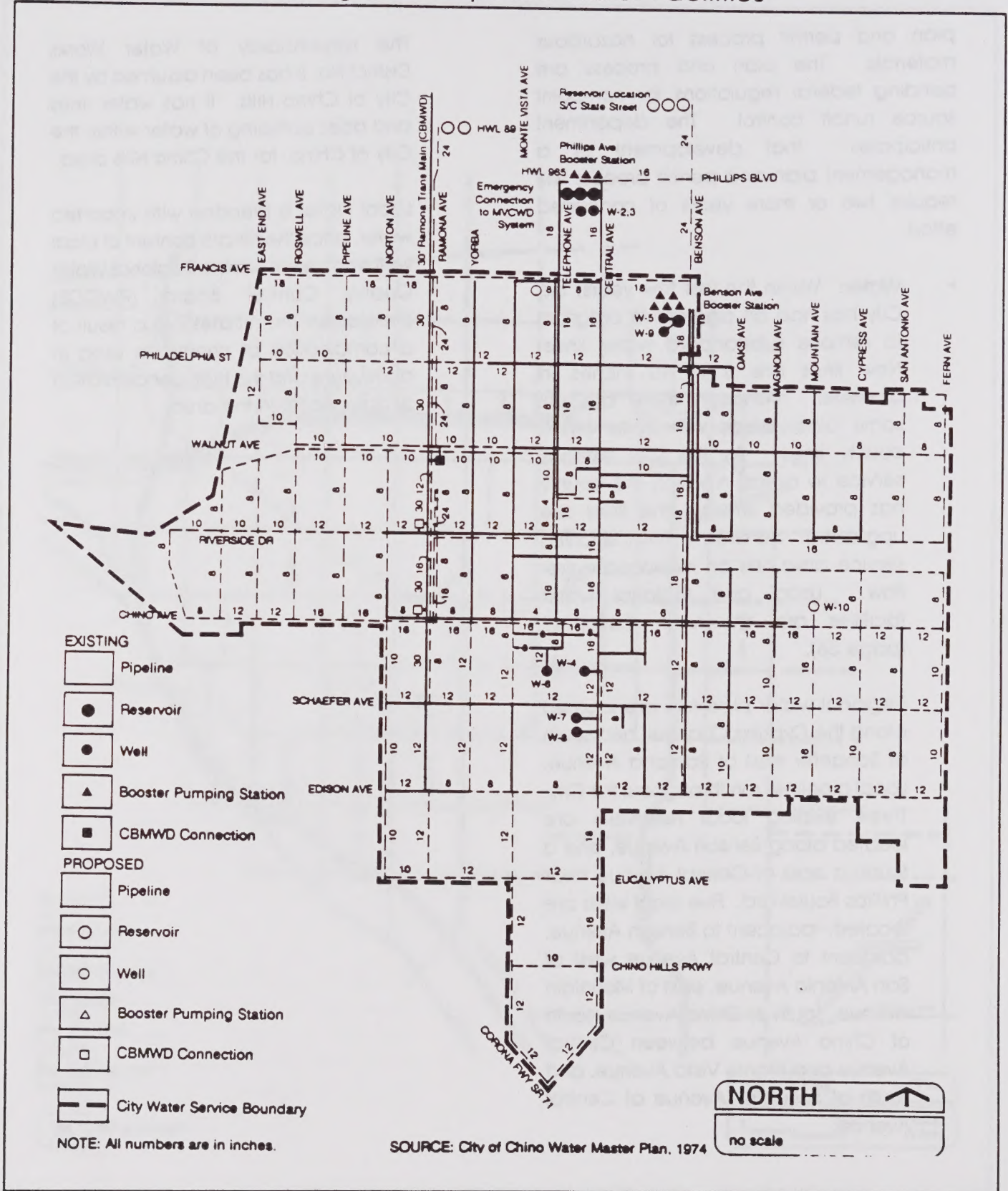
Regional water pipelines are located along the Cypress Channel, and south of Schaefer east of Ramona Avenue. Local pipelines run throughout the City. Three existing local reservoirs are located along Benson Avenue, and a fourth is east of Central Avenue near Phillips Boulevard. Five local wells are located: adjacent to Benson Avenue, adjacent to Central Avenue west of San Antonio Avenue, east of Mountain Avenue, south of Chino Avenue, south of Chino Avenue between Central Avenue and Monte Vista Avenue, and south of Schaefer Avenue at Central Avenue.

The responsibility of Water Works District No. 8 has been assumed by the City of Chino Hills. It has water lines and does pumping of water within the City of Chino, for the Chino Hills area.

Local water is blended with imported water, since the nitrate content of local well water exceeds the Regional Water Quality Control Board (RWQCB) standards. The nitrates are a result of a combination of chemicals used in agriculture and the high concentration of dairy cattle in the area.

EXHIBIT 17

Existing and Proposed Water Facilities



Future Conditions/Goals, Policies and Actions

Based on the adopted General Plan Land Use Element, Table 5 (page 38) provides a summary of existing and proposed land uses. The most substantial land use increase will occur in the non-residential areas and in the industrial use areas. Development of all land use types will occur throughout the City. Most growth will be located in the southwestern area, the Central Avenue corridor, and the eastern section of Chino.

Of these three areas, the most intense growth will occur in the southwest; and will predominantly be industrial and commercial uses, as identified in the Majestic Spectrum Specific Plan and the Eucalyptus Business Park Specific Plan.

Additional commercial development will infill the Central Avenue corridor, concentrating on Central Avenue north of SR60 and the Majestic Spectrum Specific Plan area. Future residential development is also anticipated in the eastern portion of the City near Euclid Avenue, in the East Chino Specific Plan area.

The projected development will increase vehicle trips generated in and through Chino and increase demand for transit, water and sewer services. Projected development is not expected to increase the need for major storm drain, gas, electric, cable TV or telephone facilities. The projected increase in demand for infrastructure services is shown in Table 6 (page 38).

In addition to the projected development occurring in Chino, the City is located in the middle of one of the fastest developing regions in the nation. As a result, the infrastructure system, including circulation and public utilities within and surrounding Chino, are also subject to the pressures of increased regional travel demand. The roadways most affected are the regional facilities (SR60, SR71 and Euclid Avenue). Alternative roadways to these regional facilities, such as Philadelphia Street, Walnut and Central Avenues, will also be subject to additional regional traffic. Arterial improvements planned by surrounding communities may also impact Chino circulation.

Future Roadway Network Impacts

If no improvements were made to the roadway system within Chino, but development were to continue as projected, significant deficiencies would result along most roadways within the City.

Projected year 2010 traffic volumes have been compared to the planned roadway system adopted in the City's 1981 Circulation Element.

The circulation system represented in the 1981 Circulation Element is not adequate to accommodate projected future travel demand as a result of many arterial roadway segments projected to carry traffic volumes in excess of their currently adopted roadway classification capacity. These

TABLE 5
Existing and Projected Land Use

Land Use ^a	Existing (1987)	Year 2010	Projected Increase
Single-Family Residential	11,127 units	14,053 units	2,926 units
Multiple-Family Residential	3,723 units	5,142 units	1,419 units
Commercial	2,591,000 sq ft	6,696,000 sq ft	4,105,000 sq ft
Office/Business Park	851,000 sq ft	4,015,000 sq ft	3,164,000 sq ft
Industrial/Warehouse	12,770,000 sq ft	42,067,000 sq ft	29,297,000 sq ft

^a Based on development under adopted General Plan as provided by City of Chino Community Development Department, September 1988.

TABLE 6
Projected Infrastructure Service Demand

Land Use	Projected Land Use Increased 1987-2010	Water Demand Per Month	Wastewater Demand Per Month	Natural Gas Demand Per Month
Single-Family Residential	2,926 units	588 a.f.	29,657,021 gal	19,501,790 c.f.
Multiple Family Residential	1,419 units	196 a.f.	12,948,375 gal	5,559,642 c.f.
Commercial	4,105,000 s.f.	178 a.f.	307,875 gal	11,904,500 c.f.
Office/Business Park	3,164,000 s.f.	n/a	59,244 gal	6,328,000 c.f.
Government/Landscape	n/a	355 a.f.	n/a	n/a
Industrial/Warehousing	29,297,000 s.f.	177 a.f.	n/a	85,248,400 c.f.
TOTAL		14, 497 a.f.	43,254,275 gal	128,542,332 c.f.

Notes: Assume 3.33 persons per household. Assume 1 person per 200 sq. ft. commercial and office use.

Sources: Land Use: Based on development potential under adopted General Plan as provided by the City of Chino Community Development Department, September 1988. Water: City of Chino, Public Works Department. Gas: Air Quality Management District Handbook. Wastewater: City of Chino, Public Works Department.

roadway segments and their anticipated levels of service are:

- ▶ Philadelphia Avenue between Central Avenue and Benson Avenue (F)
- ▶ Riverside Drive between SR71 and Fern Avenue (E,F)
- ▶ Chino Avenue east of SR71 to Pipeline Avenue (E,F)
- ▶ Schaefer Avenue between Central Avenue and Benson Avenue (D,E)
- ▶ Edison Avenue from SR71 to Pipeline Avenue (E,F)
- ▶ Eucalyptus Avenue between Pipeline and Ramona Avenues (F)
- ▶ Chino Hills Parkway between SR71 and Ramona Avenue (F)
- ▶ Edison Avenue from Ramona Avenue to Euclid Avenue (D)
- ▶ Ramona Avenue from Chino Hills Parkway to Edison Avenue (F)
- ▶ Ramona Avenue between Riverside Drive and Philadelphia Street (E,F)
- ▶ Central Avenue from Chino Hills Parkway to north of SR60 (F)
- ▶ Mountain Avenue between SR60 and Philadelphia Street (F)
- ▶ Euclid Avenue between Edison Avenue and Philadelphia Street (D, E, F); and
- ▶ Benson Avenue between Walnut and Francis Avenues (D,E)

Although some of the specific road segments have not been identified for upgrading or improvements, the improvements suggested on the system positively affect the roadway capabilities of the remaining roadway segments.

In most areas, roadways within Chino are not yet built to the standards of their current

Circulation Element designation. In many cases, improving arterials to the adopted Circulation Element designation will have significant impacts on existing development, particularly within older residential neighborhoods. However, if development proceeds without the planned arterial improvements, increased traffic will spill over onto local streets, thereby impacting residential neighborhoods.

Significant increases in development are projected within Chino, particularly in commercial and industrial uses in the southern areas of the City. The increased development is projected to result in an approximate 461,000 additional daily trips, a 220% increase from 1987 to City build-out in 2010. Not only will significant development in Chino occur, but regional development will increase at similar rates. Regional roads such as Euclid Avenue, SR60, and SR71 will be impacted by regional and City growth. Other local roads such as Riverside Drive, Chino Hills Parkway, and Edison, Philadelphia, Central, and Walnut Avenues will be impacted by development as they will become alternate routes for regional roads and will serve as a direct link to surrounding communities such as Diamond Bar and Chino Hills.

In order to accommodate the anticipated vehicular traffic increase, the existing roadways will require widening to their master plan designation's ultimate right-of-way. The existing and proposed master plan designations and ultimate rights-of-way are shown in Table 7 (pages 40 - 46). The proposed master plan designations are also shown in Exhibit 18 (page 47).

TABLE 7

MASTER PLAN 1991					
Roadway Segment	No. of Lanes	Total R-O-W	Curb-to-Curb	Street Classification	Notes (See Legend)
EAST-WEST STREETS					
Phillips Boulevard					
Reservoir St./Ramona Ave.	4 lanes	88'	64'	SA	
Ramona Ave./Central Ave.	4 lanes	88'	64'	SA	
Central Ave./East City Limits	4 lanes	88'	64'	SA	
Francis Avenue					
San Bernardino Co. Line/Pipeline Ave.	4 lanes	88' (1)	64'	SA	E
Pipeline Ave./Ramona Ave.	4 lanes	88' (1)	64'	SA	E
Ramona Ave./Monte Vista Ave.	4 lanes	88' (1)	64'	SA	E
Monte Vista Ave./Telephone Ave.	4 lanes	88' (1)	64'	SA	E
Telephone Ave./Central Ave.	4 lanes	88'	64'	SA	
Central Ave./Benson Ave.	4 lanes	88'	64'	SA	
Philadelphia Street					
Reservoir St./Pipeline Ave.	4 lanes	88'	64'	SA	B
Pipeline Ave./Ramona Ave.	4 lanes	88'	64'	SA	B
Ramona Ave./Monte Vista Ave.	4 lanes	88'	64'	SA	B
Monte Vista Ave./Central Ave.	4 lanes	88' (2)	64' (2)	SA	B, LM
Central Ave./Benson Ave.	6 lanes	122'	102'	MA	B, LM
Benson Ave./East City Limits	4 lanes	88'	64'	SA	B
Walnut Avenue					
Pipeline Ave./Ramona Ave.	4 lanes	88'	64'	SA	B
Ramona Ave./Monte Vista Ave.	4 lanes	88'	64'	SA	B
Monte Vista Ave./Telephone Ave.	4 lanes	88'	64'	SA	B
Telephone Ave./Central Ave.	4 lanes	88'	64'	SA	B
Central Ave./Tenth St.	4 lanes	88'	64'	SA	B
Tenth St./Benson Ave.	4 lanes	88'	64'	SA	B
Benson Ave./Mountain Ave.	4 lanes	88'	64'	SA	B
Mountain Ave./San Antonio Ave.	4 lanes	88'	64'	SA	B
San Antonio Ave./East City Limits	4 lanes	88'	64'	SA	B

LEGEND:

B - Bicycle Trail / Lane

E - Equestrian Trail

EBPSP - Eucalyptus Business Park Specific Plan

ECSP

- East Chino Specific Plan

EX - Expressway

LM - Landscaped Median

MA - Major Arterial

MSSP - Majestic Spectrum Specific Plan

PA - Primary Arterial

PM - Painted Median

SA - Secondary Arterial

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- (4) Painted medians at selected mid-block locations per MSSP Amendment No. 6.
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- (6) Edison Easement to Central Avenue, R-O-W 122 feet and curb-to-curb 102 feet.

TABLE 7 (cont'd.)

MASTER PLAN 1991					
Roadway Segment	No. of Lanes	Total R-O-W	Curb-to-Curb	Street Classification	Notes (See Legend)
Riverside Drive					
SR71/Pipeline Ave.	6 lanes	110'	90'	MA	LM
Pipeline Ave./Ramona Ave.	6 lanes	110'	90'	MA	LM
Ramona Ave./Monte Vista Ave.	6 lanes	110'	90'	MA	LM
Monte Vista Ave./Central Ave.	6 lanes	110'	90'	MA	LM
Central Ave./Benson Ave.	6 lanes	110'	90'	MA	LM
Benson Ave./Magnolia Ave.	6 lanes	110'	90'	MA	LM
Magnolia Ave./Mountain Ave.	6 lanes	110'	90'	MA	LM
Mountain Ave./San Antonio Ave.	6 lanes	110'	90'	MA	LM
San Antonio Ave./Fern Ave.	6 lanes	110'	90'	MA	LM
Fern Ave./Euclid Ave.	6 lanes	100'	80'	PA	ECSP
Chino Avenue					
SR71/Pipeline Ave.	6 lanes	122' (1)	102'	MA	E, B
East End Ave./Pipeline Ave.	4 lanes	100' (1)	74'	PA	E, B
Pipeline Ave./Norton Ave.	4 lanes	88' (1)	64'	SA	E, B
Norton Ave./Mountain Ave.	4 lanes	88'	64'	SA	B
Mountain Ave./Cypress Channel	4 lanes	88' (1)	64'	SA	E, ECSP, B
Cypress Channel/Euclid Ave.	4 lanes	88'	64'	SA	ECSP, B
Schaefer Avenue					
East End Ave./Pipeline Ave.	4 lanes	100'	74'	PA	B, MSSP
Pipeline Ave./Ramona Ave.	4 lanes	100'	74'	PA	B, MSSP
Ramona Ave./Monte Vista Ave.	4 lanes	100'	74'	PA	B
Roswell Ave./Pipeline Ave.	4 lanes	100'	74'	PA	B
Monte Vista Ave./Central Ave.	4 lanes	100'	74'	PA	B
Central Ave./Benson Ave.	6 lanes	122'	102'	MA	B
Benson Ave./Mountain Ave.	4 lanes	100'	74'	PA	B
Mountain Ave./San Antonio Ave.	4 lanes	100'	64'	PA	B, ECSP
San Antonio Ave./Fern Ave.	4 lanes	100'	64'	PA	B, ECSP
Fern Ave./Euclid Ave.	4 lanes	106'	72'	PA	B, ECSP, LM

LEGEND:

B - Bicycle Trail / Lane

E - Equestrian Trail

EBPSP - Eucalyptus Business Park Specific Plan

ECSP - East Chino Specific Plan

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TABLE 7 (cont'd.)

MASTER PLAN 1991					
Roadway Segment	No. of Lanes	Total R-O-W	Curb-to-Curb	Street Classification	Notes (See Legend)
Edison Avenue-Grand Avenue					
SR71/Pipeline Ave.	8 lanes	132'	112'	MA	MSSP, LM
Pipeline Ave./Norton Ave.	6 lanes	108'	84'	MA	MSSP, LM
Norton Ave./Ramona Ave.	6 lanes	108'	84'	MA	MSSP, LM
Ramona Ave./Yorba Ave.	6 lanes	108'	84'	MA	LM
Yorba Ave./Monte Vista Ave.	6 lanes	108'	84'	MA	LM
Monte Vista Ave./Central Ave.	6 lanes	110' (5) (6)	90'	MA	LM
Central Ave./Twelfth St.	6 lanes	110' (1)	90'	MA	LM, B, E
Twelfth St./Benson Ave.	6 lanes	110' (1)	90'	MA	(3), LM, B
Benson Ave./Mountain Ave.	6 lanes	110' (1)	84'	MA	ECSP, LM, B, E
Mountain Ave./San Antonio Ave.	6 lanes	110' (1)	84'	MA	ECSP, LM, B, E
San Antonio Ave./Euclid Ave.	6 lanes	110'	84'	MA	ECSP, LM
Eucalyptus Avenue					
Pipeline Ave./Ramona Ave.	6 lanes	96'	84'	MA	MSSP, EBPSP, B
Ramona Ave./Yorba Ave.	4 lanes	100'	76'	SA	EBPSP, B
Yorba Ave./Monte Vista Ave.	4 lanes	100'	76'	SA	EBPSP, B
Monte Vista Ave./Central Ave.	4 lanes	100'	76'	SA	EBPSP, B
Fern Ave./Euclid Ave.	4 lanes	88'	64'	SA	EBPSP, B
Chino Hills Parkway					
SR71/Ramona Ave.	8 lanes	132'	108'	MA	EBPSP, LM
Ramona Ave./Monte Vista Ave.	6 lanes	108'	84'	MA	EBPSP, LM
Monte Vista Ave./Telephone Ave.	6 lanes	108'	84'	MA	EBPSP, LM
Telephone Ave./Central Ave.	6 lanes	108'	84'	MA	EBPSP, LM
Merrill Avenue					
Euclid Ave./Grove Ave.	4 lanes	88'	64'	SA	
Kimball Avenue					
El Prado Road/East City Limits	4 lanes	88'	64'	SA	
Pine Avenue					
El Prado Road/Euclid Ave.	4 lanes	88'	64'	SA	

LEGEND:

B - Bicycle Trail / Lane

E - Equestrian Trail

EBPSP - Eucalyptus Business Park Specific Plan

ECSP

- East Chino Specific Plan

EX

- Expressway

LM

- Landscaped Median

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PM - Painted Median

SA - Secondary Arterial

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(5) R-O-W widths do not include Class I bicycle trails.

(6) Edison Easement to Central Avenue, R-O-W 122 feet and curb-to-curb 102 feet.

TABLE 7 (cont'd.)

MASTER PLAN 1991					
Roadway Segment	No. of Lanes	Total R-O-W	Curb-to-Curb	Street Classification	Notes (See Legend)
NORTH-SOUTH STREETS					
Reservoir Street					
Phillips Blvd./Francis Ave. (in LA Co)	4 lanes	100'	74'	PA	LM
Francis Ave./Philadelphia St. (in LA Co)	4 lanes	100'	74'	PA	LM
Philadelphia St./SR60	6 lanes	110'	90'	MA	LM
SR60/Riverside Dr.	6 lanes	110'	90'	MA	LM
Riverside Dr./Chino Ave.	4 lanes	100'	74'	PA	LM
East End Avenue					
Phillips Blvd./Francis Ave.	4 lanes	88'	64'	SA	B
Francis Ave./Philadelphia St.	4 lanes	88'	64'	SA	B
Philadelphia St./SR60	4 lanes	88'	64'	SA	B
SR60 Underpass	4 lanes	88'	64'	SA	B
SR60 Underpass/Riverside Dr.	4 lanes	88'	64'	SA	B
Riverside Dr./Chino Ave.	4 lanes	88'	64'	SA	B
Chino Ave./Schaefer Ave.	4 lanes	88'	64'	SA	B
Pipeline Avenue					
Phillips Blvd./Francis Ave.	4 lanes	88'	64'	SA	B
Francis Ave./Philadelphia St.	4 lanes	88'	64'	SA	B
Philadelphia St./Walnut Ave.	4 lanes	88'	64'	SA	B
Walnut Ave./Riverside Dr.	4 lanes	88'	64'	SA	B
Riverside Dr./Chino Ave.	4 lanes	88'	64'	SA	B
Chino Ave./Schaefer Ave.	4 lanes	88'	64'	SA	B
Schaefer Ave./Edison Ave.-Grand Ave.	4 lanes	88'	64'	SA	MSSP
Edison-Grand Ave./Eucalyptus Ave.	4 lanes	88'	64'	SA	MSSP
Eucalyptus Ave./San Antonio Creek	4 lanes	88' (1)	64'	SA	B, MSSP
San Antonio Crk/Eucalyptus Ave. (west)	4 lanes	88'	64'	SA	
Ramona Avenue					
Phillips Blvd./Francis Ave.	4 lanes	100'	74'	PA	PM
Francis Ave./Philadelphia St.	4 lanes	100'	74'	PA	PM

LEGEND:

B - Bicycle Trail / Lane

E - Equestrian Trail

EBPSP - Eucalyptus Business Park Specific Plan

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EX - Expressway

LM - Landscaped Median

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- (5) R-O-W widths do not include Class I bicycle trails.
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TABLE 7 (cont'd.)

MASTER PLAN 1991					
Roadway Segment	No./of Lanes	Total R-O-W	Curb-to-Curb	Street Classification	Notes (See Legend)
Ramona Avenue (cont'd.)					
Philadelphia St./SR60	4 lanes	100'	74'	PA	PM
SR60/Walnut Ave.	4 lanes	88'	64'	SA	PM
Walnut Ave./Riverside Dr.	4 lanes	88'	64'	SA	PM
Riverside Dr./Chino Ave.	4 lanes	100'	74'	PA	PM
Chino Ave./Schaefer Ave.	4 lanes	100'	74'	PA	PM
Schaefer Ave./Edison Ave.	4 lanes	100'	72'	PA	PM
Edison Ave./Eucalyptus Ave.	6 lanes	108'	84'	MA	MSSP, LM, (4)
Eucalyptus Ave./Corporate Center Ave.	6 lanes	108'	84'	MA	EBPSP, LM
Corporate Center Ave./Chino Hills Pkwy.	6 lanes	108'	84'	MA	EBPSP, LM
Monte Vista Avenue					
Phillips Blvd./Francis Ave.	4 lanes	88'	64'	SA	B
Francis Ave./Philadelphia St.	4 lanes	88'	64'	SA	B
Philadelphia St./Walnut Ave.	4 lanes	88'	64'	SA	B
Walnut Ave./Riverside Dr.	4 lanes	88'	64'	SA	B
Riverside Dr./Chino Ave.	4 lanes	88'	64'	SA	B
Chino Ave./Schaefer Ave.	4 lanes	88'	64'	SA	B
Chino Ave./Schaefer Ave.	4 lanes	88'	64'	SA	B
Schaefer Ave./Edison Ave.	4 lanes	88'	64'	SA	B
Edison Ave./Eucalyptus Ave.	4 lanes	88'	64'	SA	B
Eucalyptus Ave./Chino Hills Pkwy.	4 lanes	88'	64'	SA	EBPSP, B
Central Avenue					
Phillips Blvd./Francis Ave.	6 lanes	110'	90'	MA	LM
Francis Ave./Philadelphia St.	8 lanes	132'	112'	MA	LM
Philadelphia St./SR60	8 lanes	132'	112'	MA	LM
Central Ave. Bridge/SR60	8 lanes	132'	112'	MA	LM
SR60/Walnut Ave.	8 lanes	132'	112'	MA	LM
Walnut Ave./Riverside Dr.	8 lanes	132'	112'	MA	LM
Riverside Dr./Chino Ave.	6 lanes	110'	90'	MA	LM

LEGEND:

B - Bicycle Trail / Lane

E - Equestrian Trail

EBPSP - Eucalyptus Business Park Specific Plan

ECSP

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EX

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TABLE 7 (cont'd.)

MASTER PLAN 1991					
Roadway Segment	No. of Lanes	Total R-O-W	Curb-to-Curb	Street Classification	Notes (See Legend)
Central Avenue (cont'd.)					
Chino Ave./Schaefer Ave.	6 lanes	110'	90'	MA	LM
Schaefer Ave./Edison Ave.	6 lanes	110'	90'	MA	LM
Edison Ave./Eucalyptus Ave.	6 lanes	110' (1)	90'	MA	LM, E
Eucalyptus Ave./Chino Hills Pkwy.	6 lanes	110' (1)	90'	MA	EBPSP, LM, E
Chino Hills Pkwy./South City Limits	6 lanes	110' (1)	90'	MA	LM, E
Benson Avenue					
Phillips Blvd./Francis Ave.	4 lanes	88'	64'	SA	B
Francis Ave./Philadelphia St.	4 lanes	88'	64'	SA	B
Philadelphia St./SR60	4 lanes	100'	74'	PA	B
SR60/Walnut Ave.	4 lanes	88'	64'	SA	B
Walnut Ave./Riverside Dr.	4 lanes	88'	64'	SA	B
Riverside Dr./Chino Ave.	4 lanes	88'	64'	SA	B
Chino Ave./Schaefer Ave.	4 lanes	88'	64'	SA	B
Schaefer Ave./Edison Ave.	4 lanes	88'	64'	SA	B
Mountain Avenue					
Philadelphia St./Walnut Ave.	6 lanes	110'	90'	MA	
Walnut Ave./Riverside Dr.	6 lanes	110'	90'	MA	
Riverside Dr./Chino Ave.	4 lanes	100'	74'	PA	
Chino Ave./Schaefer Ave.	4 lanes	100'	72'	PA	ECSP
Schaefer Ave./Edison Ave.	4 lanes	100'	72'	PA	ECSP
San Antonio Avenue					
Philadelphia St./SR60	4 lanes	88'	64'	SA	
SR60/Walnut Ave.	4 lanes	88'	64'	SA	
Fern Avenue					
Riverside Dr./Chino Ave.	4 lanes	88'	64'	SA	ECSP, B
Chino Ave./Edison Ave.	4 lanes	92'	68'	PA	LM, ECSP, B
Edison Ave./Eucalyptus Ave.	4 lanes	88'	64'	SA	LM, ECSP, B

LEGEND:

B - Bicycle Trail / Lane

E - Equestrian Trail

EBPSP - Eucalyptus Business Park Specific Plan

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TABLE 7 (cont'd.)

MASTER PLAN 1991					
Roadway Segment	No. of Lanes	Total R-O-W	Curb-to-Curb	Street Classification	Notes (See Legend)
El Prado Road					
Central Ave./South City Limits	4 lanes	88'	64'	SA	
Euclid Avenue					
Philadelphia St./SR60	8 lanes	200' (5)		EX	LM, B
SR60/Riverside Dr.	8 lanes	200' (5)		EX	LM, B
Riverside Dr./Edison Ave.	8 lanes	200' (1) (5)		EX	E, LM, B, ECSP
Edison Ave./Kimball Ave.	8 lanes	200' (1) (5)		EX	E, LM, B, ECSP
Kimball Ave./SR71	8 lanes	200' (1) (5)		EX	E, LM, B

LEGEND:			ECSP	- East China Specific Plan	MSSP	- Majestic Spectrum Specific Plan
B	- Bicycle Trail / Lane		EX	- Expressway	PA	- Primary Arterial
E	- Equestrian Trail		LM	- Landscaped Median	PM	- Painted Median
EBPSP	- Eucalyptus Business Park Specific Plan		MA	- Major Arterial	SA	- Secondary Arterial

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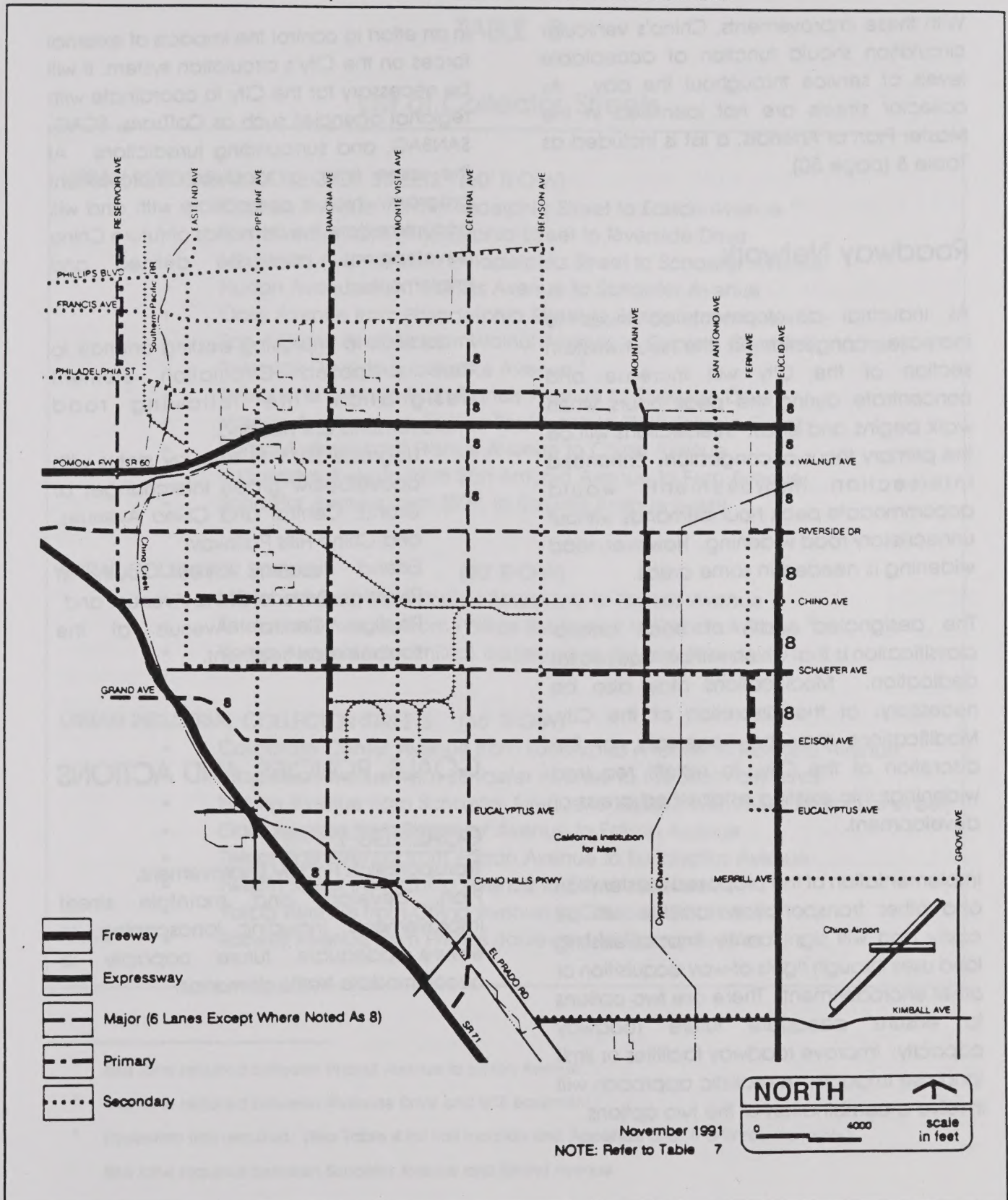
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EXHIBIT 18

Proposed Master Plan of Arterials



With these improvements, Chino's vehicular circulation should function at acceptable levels of service throughout the day. As collector streets are not identified in the Master Plan of Arterials, a list is included as Table 8 (page 50).

Roadway Network

As industrial development continues to increase, congestion in the southwestern section of the City will increase and concentrate during the peak hours when work begins and ends. Intersections will be the primary focus of congestion. Enhanced intersection improvements would accommodate peak hour demands without unnecessary road widening. However, road widening is needed in some areas.

The designated width of each arterial classification is that which will be required for dedication. Modifications may also be necessary, at the discretion of the City. Modifications may be necessary, at the discretion of the City, to retrofit required widenings into existing established areas of development.

Implementation of the proposed master plan and other transportation facilities will be costly and will significantly impact existing land uses through rights-of-way acquisition or other encroachment. There are two options to ensure adequate future roadway capacity: improve roadway facilities or limit land use impacts. A realistic approach will involve a combination of the two options.

In an effort to control the impacts of external forces on the City's circulation system, it will be necessary for the City to coordinate with regional agencies such as CalTrans, SCAG, SANBAG, and surrounding jurisdictions. At the same time, a roadway improvement program which is compatible with and will accommodate the demands of future Chino development, must be defined and implemented.

In addition to improving existing arterials to their proposed Circulation Element designation, the following road improvements are needed:

- ▶ Upgrade SR71 to freeway status with above/below grade interchanges at Grand, Central and Chino Avenues, and Chino Hills Parkway;
- ▶ Extend Reservoir Street south of Riverside Drive to Chino Avenue; and
- ▶ Realign Central Avenue at the southernmost segment.

GOALS, POLICIES, AND ACTIONS

GOAL G3-1

Transportation Facility Improvement.

Plan, develop, and maintain street improvements, including landscaping, to ensure adequate future capacity to accommodate traffic demands.

TABLE 8

List of Collector Streets

URBAN RESIDENTIAL COLLECTOR STREETS (60' R-O-W)

- ▶ Cypress Avenue from Philadelphia Street to Edison Avenue ¹
- ▶ Fern Avenue from Philadelphia Street to Riverside Drive
- ▶ Magnolia Avenue from Philadelphia Street to Schaefer Avenue
- ▶ Norton Avenue from Francis Avenue to Schaefer Avenue
- ▶ Oaks Avenue from Philadelphia Street to Schaefer Avenue
- ▶ San Antonio Avenue from Walnut Avenue to Cypress Channel and from Riverside Drive to Eucalyptus Avenue ²
- ▶ Telephone Avenue from Francis Avenue to Riverside Drive
- ▶ Vernon Avenue from Phillips Boulevard to Philadelphia Street
- ▶ Yorba Avenue from Francis Avenue to Chino Avenue
- ▶ Eucalyptus Avenue from San Antonio Avenue to Fern Avenue
- ▶ Schaefer Avenue from SR71 to Roswell Avenue (west)

RURAL COLLECTOR STREETS (60' R-O-W)

- ▶ Norton Avenue from Phillips Boulevard to Francis Avenue
- ▶ Telephone Avenue from Phillips Boulevard to Francis Avenue ³
- ▶ Yorba Avenue from Phillips Boulevard to Francis Avenue

URBAN INDUSTRIAL COLLECTOR STREETS (66' R-O-W)

- ▶ Corporate Center Avenue from Eucalyptus Avenue to Ramona Avenue
- ▶ Magnolia Avenue from Schaefer Avenue to the south city-limits
- ▶ Norton Avenue from Schaefer Avenue to Edison Avenue (south end of street)
- ▶ Oaks Avenue from Schaefer Avenue to Edison Avenue
- ▶ Telephone Avenue from Edison Avenue to Eucalyptus Avenue
- ▶ Twelfth Street from Chino Avenue to Edison Avenue
- ▶ Yorba Avenue from Chino Avenue to Chino Hills Parkway
- ▶ Roswell Avenue from Phillips Boulevard to Grand Avenue ⁴

¹ Bike lane required between Walnut Avenue to Edison Avenue.

² Bike lane required between Riverside Drive and SCE easement.

³ Equestrian trail required. (See Table 4 for trail location and Appendix C for R-O-W requirements.)

⁴ Bike lane required between Schaefer Avenue and Grand Avenue.

POLICY P3-1.1

Road Location and Size.

Ensure existing roads and future roadway facilities are appropriately located and sufficiently sized and aligned to accommodate future traffic demand at a LOS C or better with the exception of freeway ramps.

While dedication of ultimate rights-of-way may be required with any development, the physical improvements may be delayed until such time as the actual need for widening occurs and a sufficient number of parcels are assembled to provide for a feasible roadway geometry. If such physical improvements are delayed, The City may require the developer to deposit his/her fair share of the cost of the future improvements.

ACTION A3-1.1.1

Master Plan of Arterials.

Implement proposed Master Plan of Arterials as shown in Exhibit 18 (page 47) with ultimate rights-of-way cross-sections as shown in Exhibits 19, 20 and 21 (pages 51, 52, 53). Implementation could occur through developer improvements, City acquisition and improvements, and adjacent property owner dedication.

ACTION A3-1.1.2

Chino and Adjacent Jurisdictions' Road Standards Coordination.

The City shall develop transition standards for areas where Chino and adjacent jurisdictions' road standards conflict. Transition areas and the agency's standards should be resolved prior to modification or new construction of roadway.

ACTION A3-1.1.3

Limited Roadway Expansion.

The Central Avenue corridor (between Phillips Boulevard and Schaefer Avenue), Riverside Drive, Philadelphia Street (between Monte Vista and Benson Avenues), and some other roadways are fully developed with extremely limited expansion and widening opportunities. In such conditions, where safety permits, lane widths should be narrowed, and parking and bicycle lanes eliminated to increase the number of traffic lanes and reduce overall right-of-way needs.

ACTION A3-1.1.4

Prioritizing and Phasing Program

The proposed Master Plan of Arterials (Exhibit 18, page 47) implementation costs are estimated to be \$245 million (construction and right-of-way acquisition). Develop and implement a prioritization and phasing program based on existing facilities, planned facilities, and projected demand. Possible funding sources include developer impact fees, as well as a portion of the San Bernardino County voter approved gas tax funding.

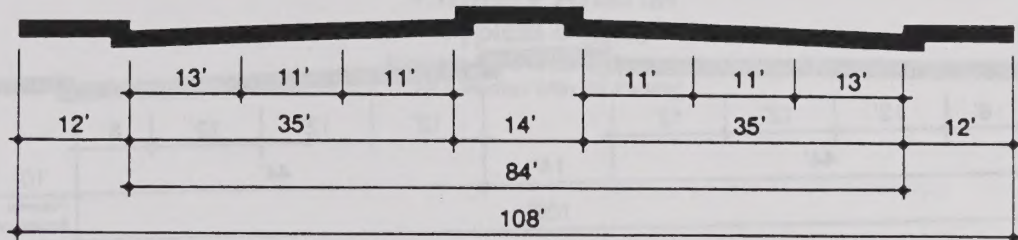
ACTION A3-1.1.5

Right-of-Way Acquisition.

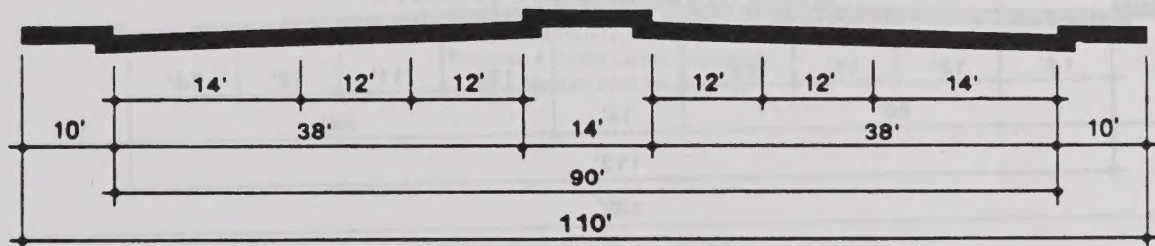
Develop mechanisms and priorities for acquiring necessary rights-of-way within developed and underdeveloped areas to implement the Master Plan of Arterials. Mechanisms include eminent domain and dedications.

EXHIBIT 19

Major Arterial Roadway Cross-Sections No. 1



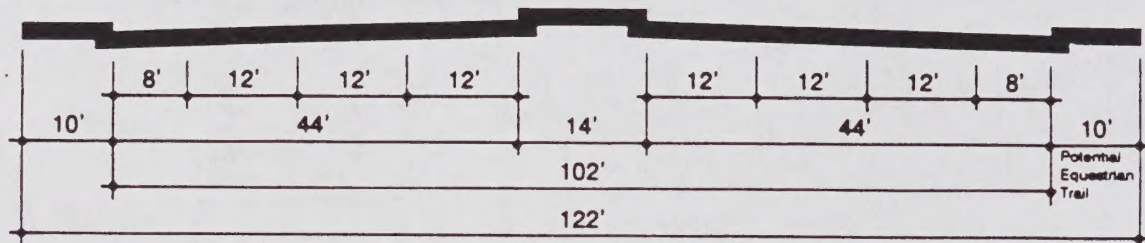
**Major Arterial
Minimum 6 Lane**
No Bike Lanes



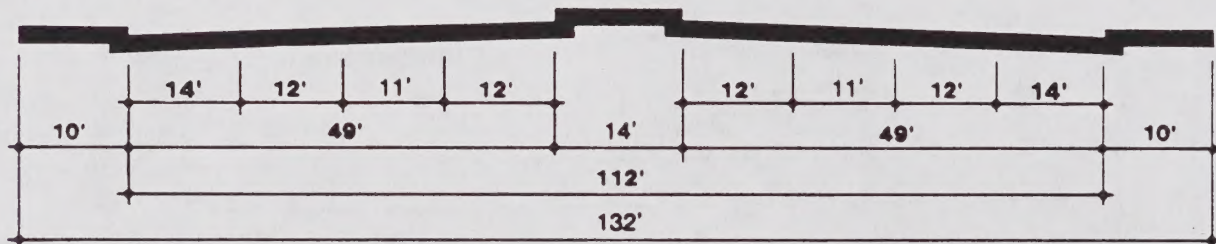
**Major Arterial
Typical 6 Lane**
No Bike Lanes

EXHIBIT 20

Major Arterial Roadway Cross-Sections No. 2



**Major Arterial
Typical 6 Lane**
Provides 6 Traffic Lanes With Bike Lane
Separated By a Median Without Parking

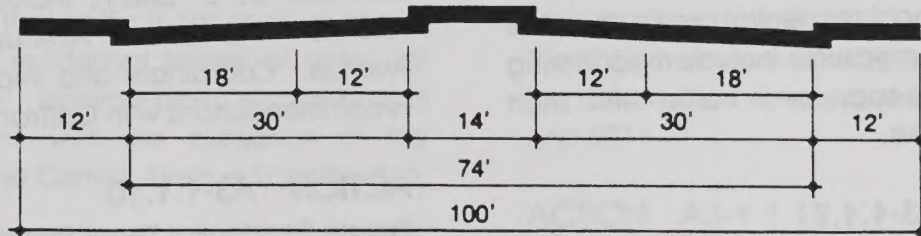


**Major Arterial
Minimum 8 Lane**
Provides 8 Traffic Lanes
Separated By a Median Without Parking

SOURCE: City of Chino November 1991

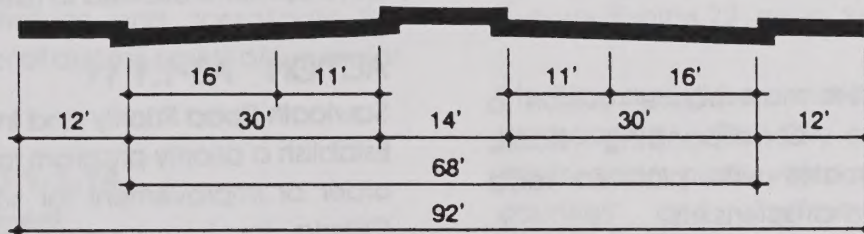
EXHIBIT 21

Primary and Secondary Arterial Roadway Cross-Sections



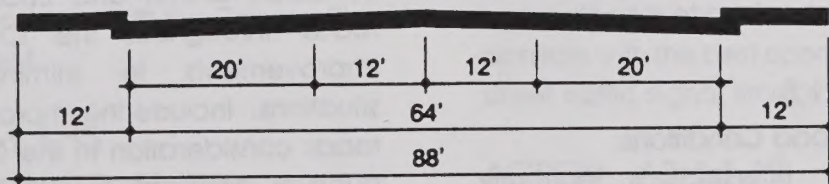
Primary Arterial
Typical 4 Lane

Provides 4 Traffic Lanes Separated
 By a Median With No Parking



Primary Arterial (Fern Ave.)
Minimum 4 Lane

Provides 4 Traffic Lanes Separated
 By a Median With No Parking



Secondary Arterial

Provides 4 Traffic Lanes With Parking *

* On approaches to intersections or where left turning movements are predominant between intersections, parking may be prohibited to provide for a planted median with left turn lanes

SOURCE: City of Chino, November 1991

ACTION A3-1.1.6**Local Streets Traffic Volume.**

Make reasonable efforts to stabilize and maintain daily traffic volumes below 1,800 vehicles on local residential streets. Possible street design measures include meandering roads, cul-de-sacs, and traffic with short distance streets.

ACTION A3-1.1.7**Roadway Segments and Intersection Operations.**

Maintain peak hour LOS C¹ or better along arterial segments. Mechanisms include street widening, adjusting signal timing, restriping for additional lanes, and substituting signals for stop signs where appropriate.

Land use densities may require revision to coordinate the corresponding traffic generation estimates with planned road capacities and characteristics.

Prioritize and improve City arterials with peak hour LOS D, E, or F. Alteration of signal timing, construction or restriping for additional turn or through lanes, road widening, limiting or prohibiting on-street parking, and limiting access to adjacent land uses are mechanisms to be utilized.

ACTION A3-1.1.8**Improve Existing Road Conditions.**

Improve existing intersections currently operating at LOS D¹ or less.

¹ Consistent with the traffic model and environmental impact report, it is the intent of the City to maintain LOS C at midblock and LOS D at intersections.

ACTION A3-1.1.9**Signal Timing Study.**

Conduct signal timing study for all streets with LOS D, E, and F, including, Central Avenue from Edison Avenue to Francis Avenue. Coordinate and implement study recommendations with CalTrans.

ACTION A3-1.1.10**Private Residential Street Standards.**

Private residential streets are permitted in some city-approved developments on short length through-streets or cul-de-sacs. The right-of-way is 50 feet with a 36-foot road width (see Appendix A, page 116). The City shall determine and establish criteria for developments allowed to use private streets.

ACTION A3-1.1.11**Sawtooth Road Priority and Improvement.**

Establish a priority program to determine the order of improvement for sawtooth roads. Criteria for improvement priority include availability of land to acquire for road widening, length of area to be widened, current LOS, number of trucks using the road, development plans of adjacent uses, and safety record. Major roads to improve include Central, Ramona, Walnut, Riverside, Schaefer, Chino, and Eucalyptus. Other roads throughout the City also need improvements to eliminate sawtooth situations. Include the improvements for the roads consideration in the CIP and annual budgets, and implement the improvements. Until all sawtooth roads can be widened and upgraded, interim improvements such as restriping to create a consistent number of through travel lanes and a consistent shoulder/curbline may be made.

ACTION A3-1.1.12**Access Points and Site Design Review.**

With site design review, ensure that new developments locate their access points in such a way that traffic is not encouraged to utilize local residential streets or alleys for access to commercial or industrial development, with the exception of the policies of the Central Avenue Specific Plan.

ACTION A3-1.1.13**Major Arterial Access Points.**

Through site design review, limit access points along all major arterials (Exhibit 18, page 47). Continue to emphasize the limitation of these access points through construction of median turn lanes and island curb cuts. Reduce and consolidate the current number of access points along major arterials.

ACTION A3-1.1.14**New Development.**

Require all new development to mitigate traffic impacts identified by the City or which fall within the mandates of the City's Congestion Management Plan (CMP). Require a City traffic forecast model to be prepared for projects which generate more than 1,000 additional average daily trips, or if project is inconsistent with the General Plan Land Use Element.

ACTION A3-1.1.15**Arterial Road Parking Restriction.**

In order to increase traffic flow capacity, and to increase sight distance of drivers exiting parking lots, prohibit on street parking on all arterials and restrict peak hour on-street parking in commercial areas. Require

off-street parking to accommodate all parking demand.

ACTION A3-1.1.16**Freeway Sound Walls.**

The City shall work with CalTrans to ensure the construction of sound walls along SR60 and SR71.

ACTION A3-1.1.17**Median Landscaping.**

All 6- to 8-lane arterial road medians shall be landscaped. Landscaping priority shall be given to those roads providing regional access to Chino, such as Central Avenue, Euclid Avenue, Riverside Drive, Ramona Avenue, Chino Hills Parkway and Grand Avenue (Exhibit 22, page 56).

Medians should be constructed to facilitate landscaping. The City shall coordinate landscaping plans with surrounding cities', counties' and CalTrans' landscaping standards. Median landscaping shall be provided consistent with the Street Landscaping Act of 1990.

ACTION A3-1.1.18**Freeway Ramps.**

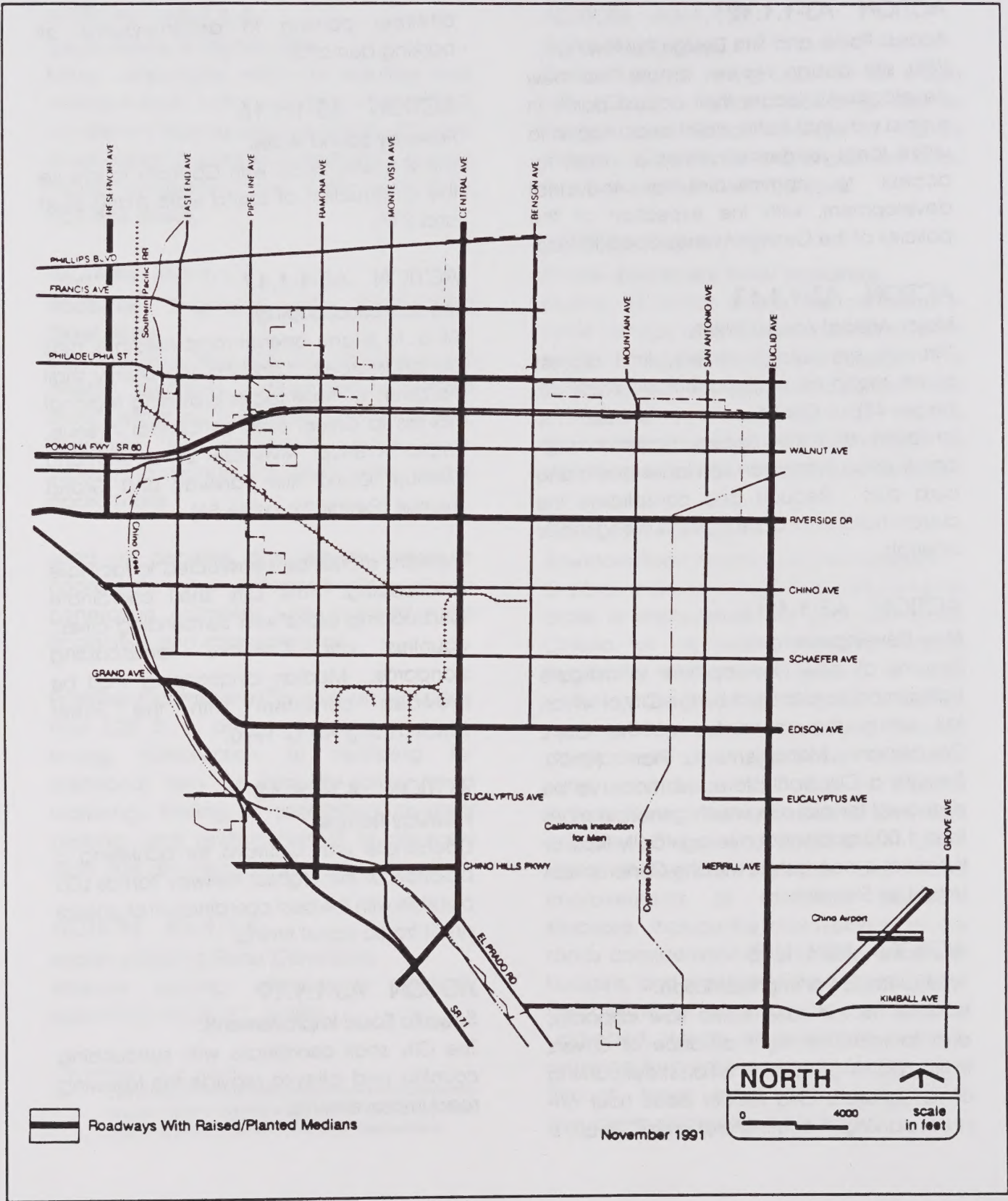
Coordinate with CalTrans for achieving a balance of the highest freeway ramps LOS possible with the best coordination of arterial street traffic signal timing.

ACTION A3-1.1.19**Specific Road Improvements.**

The City shall coordinate with surrounding counties and cities to provide the following road improvements:

EXHIBIT 22

Raised/Planted Medians Master Plan



- ▶ Upgrade SR71 to freeway status with above/below grade interchanges at Riverside Drive, Grand, Central, and Chino Avenues, and Chino Hills Parkway;
- ▶ Extend Reservoir Street south of Riverside Drive to Chino;
- ▶ Realign Central Avenue at the southernmost segment.

ACTION A3-1.1.20**Street Tree Planting.**

Whenever possible, street trees shall be planted in linear planting beds, rather than tree wells, in order to support long-living, healthy trees. Trees planted in traditional tree wells have an average life of less than ten years.

ACTION A3-1.1.21**Existing Trees.**

The City and developers shall make every effort to save existing large trees, even if they are within proposed rights-of-way. This can be accomplished by either roadway or improvement realignments or the relocation of the trees, as feasible, under the direction of a State certified arborist.

ACTION A3-1.1.22**Traffic Model.**

In order for the City to have knowledge of the existing and ultimate traffic conditions of the City, the City shall update the traffic model at least once every two years or in conjunction with any proposed General Plan Amendment meeting those trip generation values outlined in Action A3-1.1.14.

ACTION A3-1.1.23**Central Avenue Dedication.**

The full 8-lane right-of-way dedication shall be taken along Central Avenue, but only improved to 6-lanes, until the 8-lane improvements are feasible.

POLICY P3-1.2**Regional Coordination.**

The City should encourage coordinated transportation planning through an active participatory role with CalTrans, SANBAG, SCAG, and surrounding jurisdictions.

ACTION A3-1.2.1**City Liaison.**

Identify a City liaison who is responsible for expediting the full development of SR71 and coordination with CalTrans, SCAG, SANBAG, and other local jurisdictions. The City liaison will also review development proposals in the City and surrounding areas to ensure the existing transportation facilities are not unreasonably impacted.

ACTION A3-1.2.2**SR60 and SR71 Landscaping.**

Discuss with state agencies their landscaping plans for right-of-way and on/off ramp landscaping. Discussions should include subjects such as plant type, timing, funding, and water/maintenance responsibility. Where state and city agencies do not agree on need for landscaping or timing, the City should prioritize its needs. Priority criteria include: construction and maintenance costs, current versus desired aesthetic impact, and funding possibilities (City funds, developer funds, state improvement program funding).

ACTION A3-1.2.3**Highway Standards Compatibility.**

The road standards proposed by this element are similar to the standards of the surrounding jurisdictions. If the surrounding jurisdictions alter the road standards, Chino should work with the jurisdictions to maintain complementary standards.

ACTION A3-1.2.4**Congestion Management Plan (CMP).**

The City shall work with the County of San Bernardino to help develop the county-wide Congestion Management Plan (CMP). The City is required to incorporate the County's CMP into the Circulation Element. The City must demonstrate conformity with the CMP.

POLICY P3-1.3**Financial Responsibility.**

Ensure that construction and maintenance of all transportation facilities is fully funded by the development creating the need. Ensure that each new development funds the mitigation measures resulting from its own circulation impacts.

ACTION A3-1.3.1**Development Dedication.**

Require developers to dedicate and improve, or contribute in lieu fees for development of all streets and required mitigation measures, as a condition of development. Minimum curb-to-curb requirements for new construction are shown in Exhibits 19 and 20 (pages 51 - 52).

ACTION A3-1.3.2**Off-site Impact Assessments.**

Assess fees to construct, install, and maintain traffic signals, bridges, streets, or other off-site public improvements where necessary to serve the proposed development. Fees shall be set based on the proportion of the need or benefit accruing to the project.

Goods Movement**Trucks**

Several factors affecting goods movement will change in the near future. Agricultural uses are being replaced with industrial-warehouse uses. The anticipated industrial-warehouse development in the southwestern portion of Chino, together with SR71 improvements are expected to result in significant increases in volume and changes in truck travel patterns. As a result, traffic congestion could increase and conflicts between land uses reliant on trucking and those adversely impacted by truck traffic could become more common.

To accommodate and facilitate truck travel while controlling impacts on non-truck generating land uses, unique truck facilities are necessary. Specifically, through truck routes must be designated on major routes (expressways or large primary arterials) to provide access to the industrial areas and through the City. These routes should be separate (as far as possible) from residential, commercial and public land uses. These routes should be constructed to support vehicles weighing 20,000 or more pounds. A truck district, a designated area with a large

number of trip ends, could allow legally loaded and dimensioned trucks to use any street within the district. Local truck routes, designated for primary arterials, allow trucks weighing less than 20,000 pounds to access commercial and industrial areas.

A significant number of individual truck owners/operators reside in Chino. Some of the independent truck operators currently park their vehicles on residential streets adjacent to their homes throughout the City. Trucks were also parked overnight on arterial streets such as Central Avenue until the recent secondary arterial parking prohibition discouraged overnight parking on the arterials. As a result, the number of trucks parked on local residential streets is increasing.

The recent truck survey indicates truck operators believe that additional truck routes are necessary for efficient goods movement. Truck trips should be encouraged during non-peak commuter periods to minimize automobile-truck conflict and to improve operating service levels.

GOALS, POLICIES, AND ACTIONS

GOAL G3-2

Truck and Hazardous Materials Routes in the City.

The City's truck route and district designations should concentrate truck access to commercial and industrial areas, and should minimize intrusion on residential areas. The City's hazardous materials routes

shall be designated on roadways that minimize the possible impact to residential areas in the City.

POLICY P3-2.1

Truck Routes and Districts.

Limit the land uses with a significant reliance on trucks to truck districts or parcels fronting designated truck routes. Review and make necessary changes to the zoning code and/or zoning map. Truck routes shall not be permitted in residential neighborhoods. Industrial truck traffic shall not be permitted north of Chino Avenue except on Euclid Avenue and SR71 except for local deliveries.

ACTION A3-2.1.1

Potential Truck Routes.

Encourage the designation of routes linking the Chino Airport with regional roadways (SR60 and SR71).

ACTION A3-2.1.2

Truck Routes.

Adopt and implement the truck routes shown in Exhibit 23 (page 60). Adopt and designate those roads that were evaluated and deemed appropriate for truck routes. Local truck routes should be arterial streets connecting neighborhood commercial areas and regional centers. Through truck routes are designated major arterials which permit truck traffic to traverse the City.

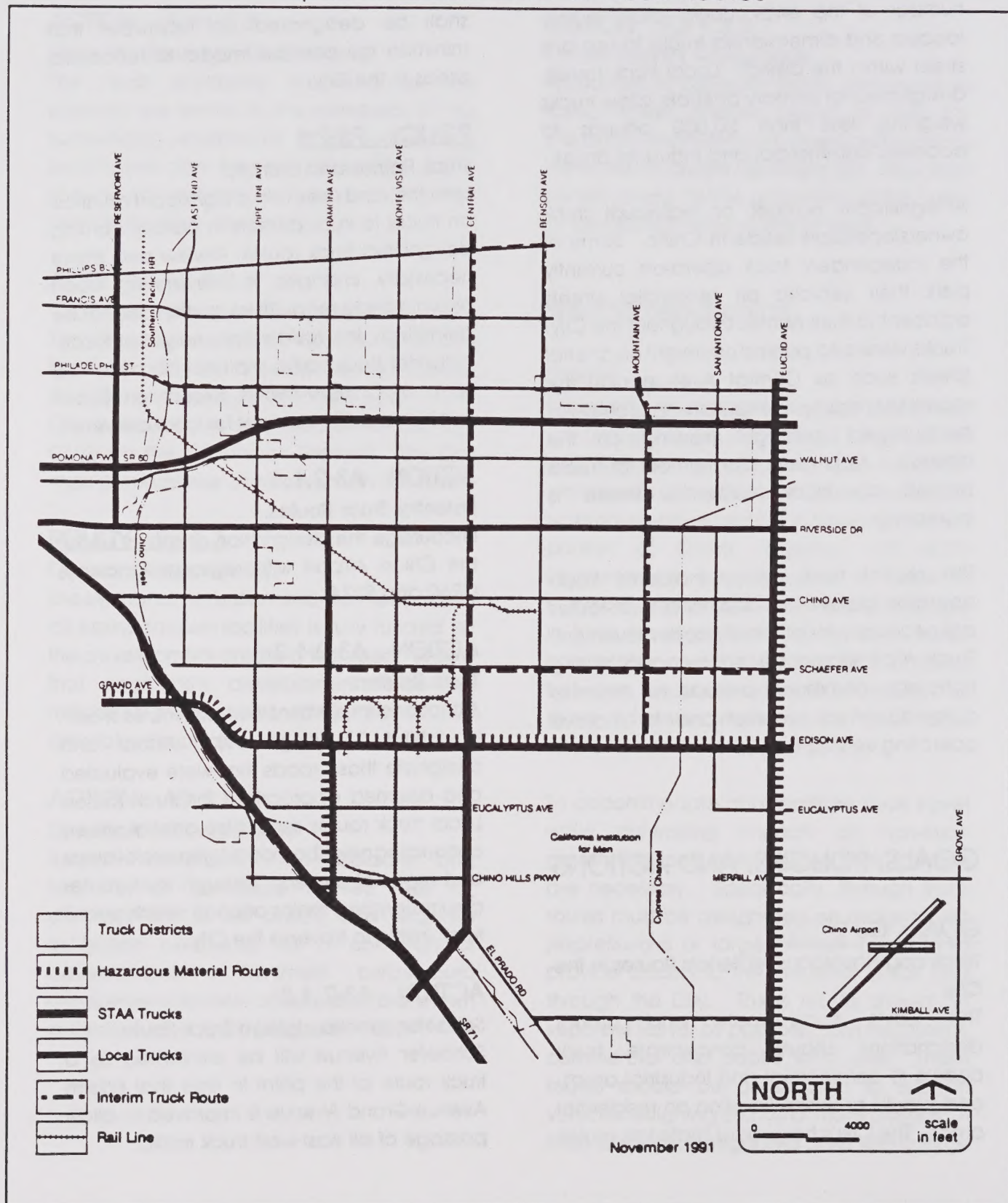
ACTION A3-2.1.3

Schaefer Avenue - Interim Truck Route.

Schaefer Avenue will be eliminated as a truck route at the point in time that Edison Avenue-Grand Avenue is improved to allow passage of all east-west truck traffic.

EXHIBIT 23

Proposed Master Plan of Truck Routes



ACTION A3-2.1.4**Truck District.**

Maintain the existing truck district in the southern portion of the City that has a predominance of local and through truck routes (Exhibit 23, page 60).

ACTION A3-2.1.5**Truck Service Centers.**

Prepare a zoning ordinance amendment for the establishment of truck service centers in the truck district and in industrial areas, through the conditional use permit process. Truck service centers could provide parking facilities, maintenance facilities, storage, commercial uses such as restaurants, banking facilities, and limited retail, and other truck related services for local truck use. The location chosen and services provided should be publicized to the local truck owners in order to attract trucks to these centers for services.

Revise the zoning code to require a conditional use permit for any truck parking, service, maintenance, or storage facility in the City.

ACTION A3-2.1.6**Mode Compatibility.**

New truck routes shall not be located along streets which contain on-street bikeways or equestrian trails. Minimize the location of new truck routes adjacent to residential areas, major pedestrian uses, parks, schools, or day care centers. Conversely, new parks, schools, day care centers, and major pedestrian uses shall be discouraged from being sited on designated truck routes.

ACTION A3-2.1.7**Truck Route Signage.**

Truck routes, districts, and service centers shall be appropriately designated with street signs. Signage should also direct trucks away from residential arterials (e.g., Ramona Avenue north of Schaefer and Walnut Avenues) and onto designated truck routes.

ACTION A3-2.1.8**Central Avenue/Mountain Avenue Truck Traffic.**

Develop steps to encourage the reduction and ultimate elimination of truck traffic along Central Avenue north of Edison Avenue. Central Avenue shall cease to be a truck route when SR71, Edison Avenue, and Euclid Avenue have been sufficiently improved to accommodate truck traffic, upon the recommendation of the Public Works Director. The steps shall include: the formation of a Central Avenue/Mountain Avenue Truck Traffic Action Committee, City Engineer assessment of remedial pavement work on Edison Avenue, removal of STAA designation on Central Avenue between Schaefer Avenue and SR60, adoption of TTDM regulations for businesses, consideration of the committee's final report, widen Edison Avenue to 4 lanes, complete SR60/SR71 interchange, and removal of truck route designation on Central and Mountain Avenues between Schaefer Avenue and SR60 (see complete Action Timetable, Appendix B, page 117).

ACTION A3-2.1.9**Truck Operating Hours.**

Encourage trucks to enter, exit, and travel in Chino between 9 a.m. and 4 p.m. and

between 9 p.m. and 4 a.m. Discourage truck travel during automobile commuter peak hours of 6 a.m. to 9 a.m. and 4 p.m. to 7 p.m.

ACTION A3-2.1.10

Business and Industry Locations.

Revise existing plans and ordinances to prohibit businesses and industries which heavily utilize trucks, from locating in areas which are not adjacent or easily accessible to truck routes.

ACTION A3-2.1.11

Public Participation.

Public participation should be encouraged in deciding any future changes to location, classification, and designation of Chino truck routes, districts, and service centers.

ACTION A3-2.1.12

On-Street Truck Parking.

On-street truck parking shall be reviewed by corridor, not by block, to determine appropriate and inappropriate locations for on-street parking. Areas deemed inappropriate shall be included in the current City ordinance or by resolution of the City Council and designated with "No Parking" signs. On-street truck parking shall be allowed in the truck district (Exhibit 23, page 60) areas, excluding all major, primary, and secondary arterials.

POLICY P3-2.2

Hazardous Materials Routes.

Safe transportation of hazardous waste is important, thus, specified hazardous waste facilities shall use routes that can safely accommodate additional truck traffic, do

not pass through residential areas (except on Edison Avenue between Mountain and Euclid Avenues), and use interstate or state divided highways as major routes.

ACTION A3-2.2.1

Establishment of Hazardous Materials Routes.

The City shall adopt an ordinance to designate the following transportation routes as established hazardous waste transportation routes:

- ▶ Euclid Avenue from Kimball Avenue north to SR60;
- ▶ Edison Avenue-Grand Avenue from SR71 east to Euclid Avenue (SR71 should not be designated as a hazardous waste/materials route, until it becomes a state freeway); and
- ▶ Ramona Avenue from Edison Avenue south to Chino Hills Parkway.

ACTION A3-2.2.2

Hazardous Waste Transportation Studies.

The City shall require applicants for specified hazardous waste facilities to fund an analysis of transportation concerns. The transportation study shall provide a description and analysis of the projected volumes of hazardous waste transported into and through the City. The study shall include, but not be limited to:

- ▶ An identification of all reasonably available highway and railway routes in the Southern California region and the development and comparison of the risk associated with the alternate routes;

- ▶ A comparison of the risk associated with transporting hazardous waste in different truck and rail cargo tanks;
- ▶ An identification of route-specific, risk-reducing measures for each route examined; and
- ▶ An identification and evaluation of procedural (i.e., training, routing, curfews), technological (i.e., road improvements, emergency response improvements) to transport hazardous waste by truck and by rail.

Freight Rail

The increase in industrial development will likely result in greater demand for rail services. Since the main drill lines to the industrial areas cross residential and commercial neighborhoods, increasing rail service increases the potential for land use conflicts.

Rail service is characteristically oriented toward the private sector; the City must utilize regulatory processes to implement the Circulation Element. As companies utilizing rail services submit projects for approval, the City must condition development to comply with the Master Plan of Rail Lines.

GOALS, POLICIES, AND ACTIONS

GOAL G3-3

Rail Service.

Support rail service facilities which limit the number of land use conflicts and are integrated with other transportation modes, in a comprehensive strategy.

POLICY P3-3.1

Compliance with Master Planned Rail Lines.
The City will continue to review all public and private projects requiring rail access or rail rights-of-way for compliance with the Master Plan of Rail Lines and the policies of the General Plan.

The City will not approve a new or changed land use or expansion that will use rail in any area that currently has rail service that will ultimately be abandoned, according to the master plan (Exhibit 24, page 64).

ACTION A3-3.1.1

Master Plan of Rail Lines.

Implement the Master Plan of Rail Lines as shown in Exhibit 24 (page 64). The master plan incorporates the existing rail plans, abandons the Chino Avenue line east of a point just west of Monte Vista Avenue after the north/south Ramona Line is installed (thus, eliminating the Central Avenue crossing and the Monte Vista/Chino Avenue crossings), and proposes lines into the MSSP area.

ACTION A3-3.1.2

Land Dedication.

As a condition of approval for companies that utilize the rail facilities, require land dedication according to the Master Plan of Rail Lines, including land for grade separations on key arterials, such as Chino Avenue and Edison Avenue.

ACTION A3-3.1.3

Railroad Right-Of-Way Standard.

Future railroad rights-of-way shall be 45 feet for single drill tracks and 60 feet for support and drill tracks. (see Exhibit 25 (page 65).

EXHIBIT 24

Proposed Master Plan of Rail Lines

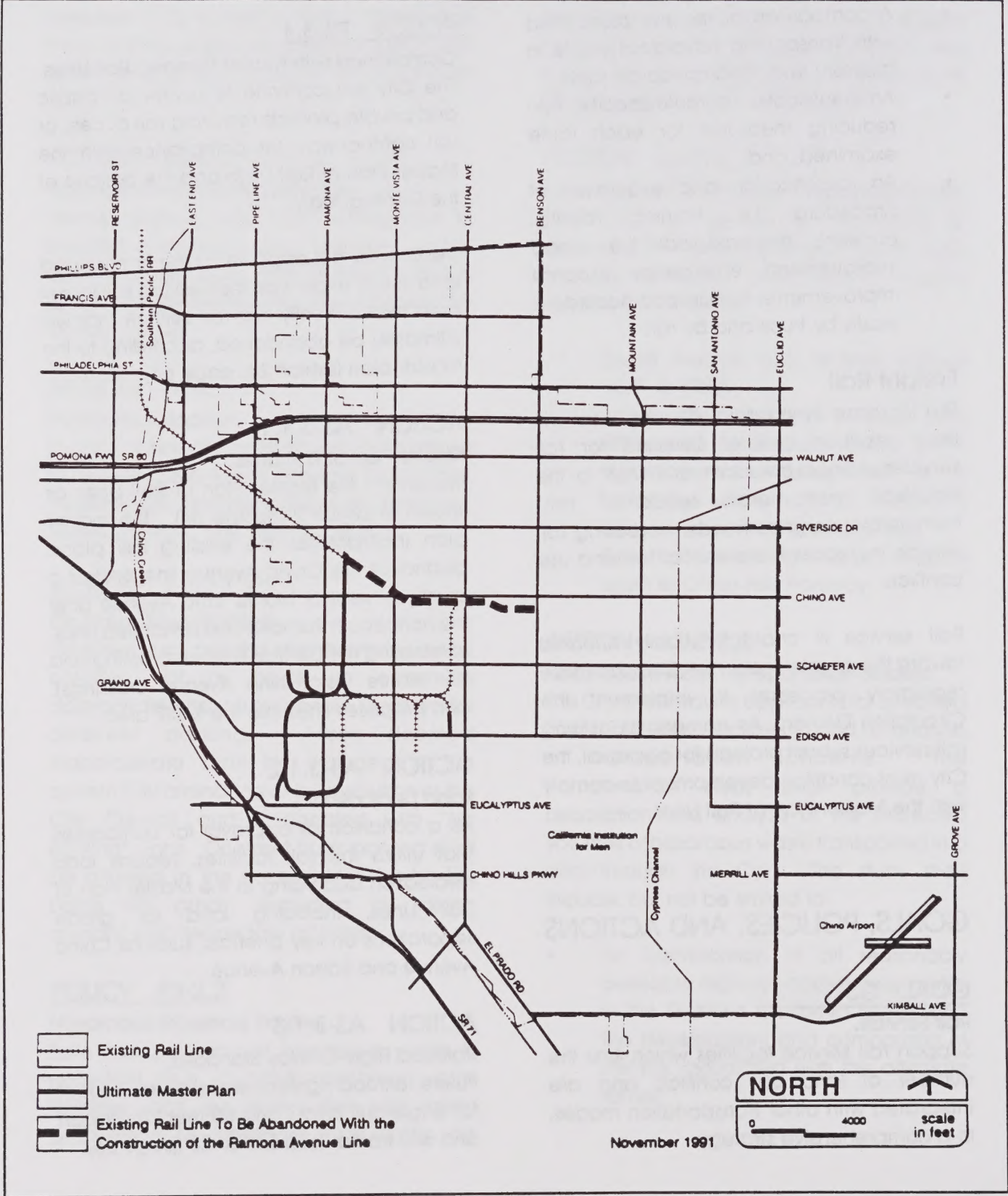
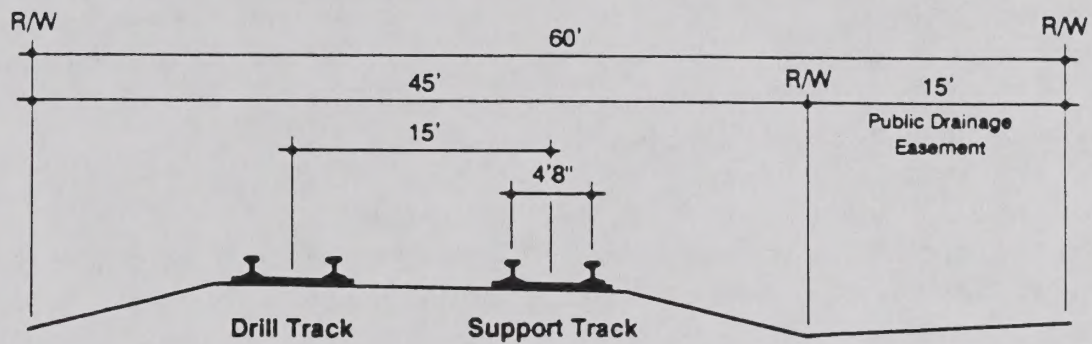
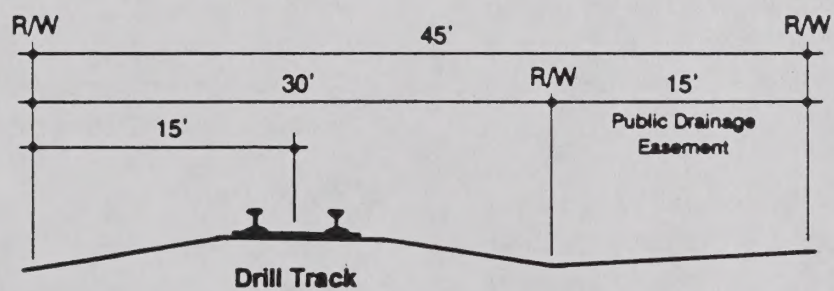


EXHIBIT 25

Typical Railroad Right-of-Way Section

**Double Track****Single Track**

ACTION A3-3.1.4

Rail Uses Prohibited East of Monte Vista Avenue.

The City shall prohibit new rail users and expansion of existing rail users on the Chino Line east of Monte Vista Avenue.

POLICY P3-3.2

Hazardous Waste Facilities.

Specified hazardous waste facilities requiring the use of rail for transporting hazardous waste/materials should be discouraged, unless no other means of transporting the waste/materials is available. Any transportation through residential areas shall be prohibited to ensure safety to the citizens living near railroad lines.

ACTION A3-3.2.1

Hazardous Waste Transportation Study.

The City shall require applicants for specified hazardous waste facilities to fund an analysis of transportation concerns. The transportation study shall provide a description and analysis of the projected volumes of hazardous waste transported into and through the City. The study shall include, but not be limited to:

- ▶ An identification of all reasonably available highway and railway routes in the Southern California region and the development and comparison of the risk associated with the alternate routes;
- ▶ A comparison of the risk associated with transporting hazardous waste in different truck and rail cargo tanks;

- ▶ An identification of route-specific, risk-reducing measures for each route examined; and
- ▶ An identification and evaluation of procedural (i.e., training, routing, curfews), technological (i.e., equipment innovation), and external risk-reducing measures (i.e., road improvements, emergency response improvements) to transport hazardous waste by truck and by rail.

POLICY P3-3.3

Mode Conflicts.

The City shall reduce the conflict between automobiles, trucks, and trains.

ACTION A3-3.3.1

At-Grade Crossings.

Conduct a study to determine the feasibility of raising or lowering rail lines as they cross arterial highways. The study should include safety records and vehicular traffic impacts, in addition to cost. If the grade separation is determined necessary, enter the project in the State Transportation Improvement Program and begin to seek funding through the Public Utilities Commission (PUC).

ACTION A3-3.3.2

Railroad Crossing Safety.

Examine and prioritize currently unprotected or minimally protected rail crossings for improvement. Coordinate with railroad officials and the PUC for timing and funding. Prioritization criteria includes safety record of crossing, surrounding land uses (residential and school areas have high priority), frequency of train travel and frequency of automobile travel. Where appropriate,

increase safety features such as rail guards, signage and lights. If necessary, separate rail, auto, and pedestrian grades. The City shall pursue the funding for existing crossings from the railroad, PUC, and CalTrans. The City shall pursue funding or matching programs where vehicular or pedestrian accidents are sufficiently high. New developments are required to fund their fair share of the improvements cost.

ACTION A3-3.3.3

Grade Crossing.

Regularly maintain and improve existing grade crossings. Retrofit existing rail crossings with cushioned crossings. Produce standard at-grade design cross-sections to be utilized at future at-grade intersections. The City will work with the railroad to fund improvements and maintenance on existing facilities. New developments shall fund the upgrade or new improvements as appropriate.

Transportation Demand Management (TDM)

TDM has become increasingly important in maintaining acceptable traffic service levels in urban areas. TDM reflects the principle that both the public and the private sectors are responsible for the traffic congestion solutions. With the projected employment concentration in Chino in the next 10 years, and the development of planned industrial areas such as the Majestic Spectrum Specific Plan and the Eucalyptus Business Park Specific Plan, the City has the opportunity to

achieve a significant reduction in traffic through the coordinated implementation of travel demand management strategies.

Particularly appropriate TDM strategies are carpooling, staggered or flexible work hours, and provision of park-n-ride facilities. Historically, employment-based programs have higher success rates than home-based programs. The TDM strategies require systematic coordination between service users and service providers. Interagency coordination is also required between the City and regional agencies such as SANBAG, SCAG, and CalTrans.

GOALS, POLICIES, AND ACTIONS

GOAL G3-4

Transportation Demand Management (TDM) Program.

Develop and implement employment and home-based TDM programs, reducing the number of vehicular trips generated by both Chino residents and non-residents working in the City.

POLICY P3-4.1

TDM Facilitators, Inducements, and Infrastructure.

Require all new industrial and commercial developments to be aware of and, as appropriate, participate in TDM programs.

ACTION A3-4.1.1

Transportation Coordinator.

Designate a City transportation coordinator responsible for 1) the identification and

implementation of viable residence-based TDM programs; 2) designing and implementing a program of incentives for industrial-based ridesharing, park-n-ride facilities and flexible work hour programs; and 3) coordinating, planning and implementing appropriate programs with SCAQMD, CalTrans, SCAG, SANBAG, the County, and surrounding jurisdictions.

ACTION A3-4.1.2

Shuttle Service.

Develop and offer incentives to employment centers which provide, operate, and maintain shuttle service from local park-n-ride facilities, the Montclair Transcenter, and possible future commuter rail terminals, to the City's civic center area.

ACTION A3-4.1.3

Transportation Demand Management and Mitigation Strategy.

Encourage the use of TDM methods as part of a package of strategies to mitigate the traffic impacts of future development.

ACTION A3-4.1.4

Pedestrian Facilities.

Require sidewalks on arterials and other roadways within industrial and commercial areas. Link bus loading bays, employment centers, and employee services (restaurants, etc.) with sidewalks.

ACTION A3-4.1.5

Park-n-Ride.

Investigate the possibility of locating park-n-ride or similar facilities along SR60, SR71 and the Euclid Avenue corridors. Possible sites could include existing parking structures and

surfaces which are utilized mainly during evening or weekends, (e.g., fraternal meeting houses, religious facilities, movie theaters, or public properties). Establish a program to assess fees for the land acquisition, construction, and maintenance of such parking facilities if none currently exist.

ACTION A3-4.1.6

Park-n-Ride Facilities.

Require large developments (commercial or industrial development with an aggregate of 100 or more employees) to either dedicate land or participate financially to assist in the development of future park-n-ride facilities.

ACTION A3-4.1.7

Truck Travel Demand Management (TTDM) Program.

Condition new commercial and industrial developments to prepare and implement a TTDM program.

POLICY P3-4.2

Employer Participation.

The City shall require major employers to participate in local TTDM programs.

ACTION A3-4.2.1

Ridesharing Match Service.

Require employers with 100 or more full-time employees to participate in ridesharing matching services as a condition of business permit approval and business licensing. Participation includes: land dedications for park-n-ride facility, in lieu fees, and active employee encouragement programs.

ACTION A3-4.2.2**Shuttle Service.**

Require employers with 100 or more full-time employees and major retailers to provide shuttle service from local park-n-ride facilities to the employment or shopping center.

ACTION A3-4.2.3**Preferred Parking.**

Require employers to offer more desirable parking space locations for carpools and vanpools.

ACTION A3-4.2.4**Community Education.**

Encourage new industrial and commercial developments, the Chamber of Commerce, the school district, and large employers to distribute promotional material concerning ridership opportunities and services.

ACTION A3-4.2.5**Bus Turnouts.**

Require the dedication of rights-of-way and construction of bus turnouts on major arterials to support bus routes.

Commuter Transit

Chino's projected development will eventually create densities and trip generation characteristics which will support development of alternative modes of transportation, such as the commuter rails running along I-10 and SR91. These require coordination between local and regional agencies. Coordination can be accomplished through planning and operation of the facilities. Since OmniTrans

is a joint-powers authority, it lends itself to a coordinated work effort between Chino, surrounding cities, and the transit agency.

GOALS, POLICIES, AND ACTIONS**GOAL G3-5****Public Transit.**

The City shall encourage improved facilities, routes, and ridership on all public transit.

POLICY P3-5.1**Public Transit.**

The City shall maximize the availability and use of public transit.

ACTION A3-5.1.1**Site Design.**

The City shall require site plan designs of new developments to provide for transit facilities such as bus stops, bus bays, transit shelters, benches, on-site drop-off locations, bicycle racks, lockers and showers.

ACTION A3-5.1.2**Fee Assessments.**

Establish fee assessments for new development projects not providing transit facilities; base fees on anticipated transit trip generation. Encourage employers to pay for transit passes for their employees who agree not to drive to work.

ACTION A3-5.1.3**OmniTrans Review.**

The City shall request bus turn-out design information from OmniTrans for conditioning all applicable residential, and commercial,

and industrial projects. OmniTrans should be encouraged to evaluate the proposed transit access and facilities. The City shall encourage OmniTrans to provide bus stops and bus shelter/benches, where deemed appropriate, and to replace and upgrade existing facilities with a coordinated bus shelter design.

ACTION A3-5.1.4

Transit Design Standards.

The City shall develop and adopt standard design plans for key transit facilities, including location and aesthetic standards.

ACTION A3-5.1.5

Civic Activity, Health Care and Day Care Centers.

The City shall encourage the location of civic activity centers, health care facilities, and day care centers along existing transit routes. The City shall work with OmniTrans to provide fare subsidization to low income transit users. The City may be required to revise the existing zoning code.

ACTION A3-5.1.6

New Bus Routes.

Recommend new bus routes serving new residential and industrial development areas to OmniTrans. Encourage their implementation with appropriately designed streets, bus lanes, bus turnouts, and signage.

ACTION A3-5.1.7

Bus Loading Bays.

Require bus loading facilities and bus loading bays in or adjacent to new commercial, residential, and industrial

developments. Bus loading bay standards are shown in Exhibit 26 (page 71).

ACTION A3-5.1.8

Expand Paratransit Service.

Encourage the plan for OmniTrans Dial-a-Ride GOLD to include residential and industrial areas south of Schaefer Avenue, as area development increases.

ACTION A3-5.1.9

Commuter Rail Feasibility Assessment.

Encourage commuter rail planning and implementation by assessing development fees on large commercial and residential projects for commuter rail feasibility studies and facilities construction.

ACTION A3-5.1.10

SCAG - City of Chino Regional Commuter Rail Study.

Work with SCAG to include the Southern Pacific, Chino Branch and the Santa Fe Rail Line in its regional commuter rail study.

ACTION A3-5.1.11

Airport Service.

Encourage the routing of busses to the Chino Airport to facilitate worker and user commutes.

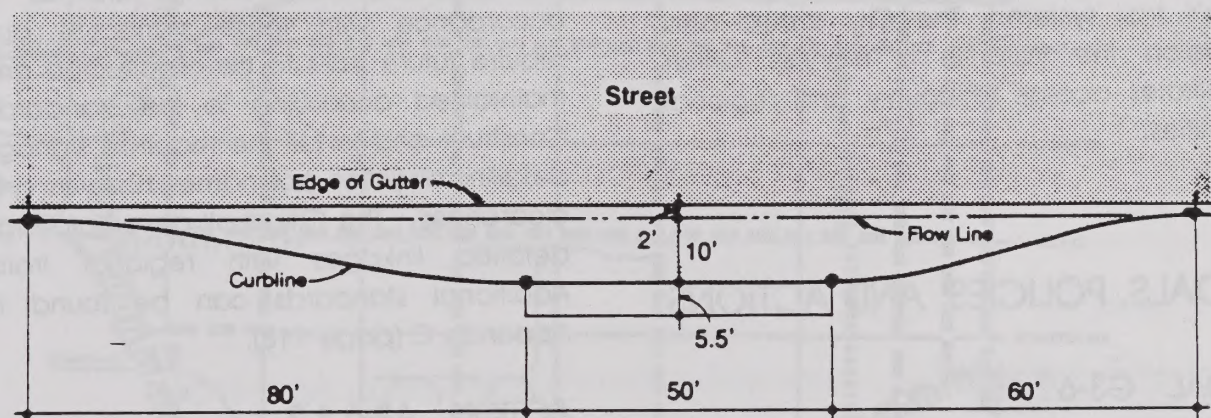
ACTION A3-5.1.12

Transportation Center.

The City shall prepare a feasibility study for the development of a transportation center near downtown Chino. This would serve as a regional transportation node for carpoolers, buses, taxis, commuter rail, and shuttle buses.

EXHIBIT 26

Bus Loading Bay Standards



Plan View

Bicycle and Equestrian Trails

The existing Bicycle and Equestrian Trails Plan was designed to connect surrounding trail and recreational amenities into an integrated system. Conflicts between the automobile, the cyclist, and rider are minimized. Motor vehicle and bicycle travel lane separation should be encouraged for bicycle safety. There is a need for developing design standards for both bicycle and equestrian trails. It is prudent for the City to develop and implement mechanisms to support and develop the City's trail system. The City should also develop the trails in a manner which facilitates access to county and regional facilities.

GOALS, POLICIES, AND ACTIONS

GOAL G3-6

Commuter and Recreational Trails.

Promote commuting and recreational trails as an alternative mode of travel.

POLICY P3-6.1

City Priority and Trail Planning, Construction, and Funding.

Encourage City prioritization and development of fiscal policy to increase trails planning, construction, and funding.

ACTION A3-6.1.1

Master Plan of Bicycle and Equestrian Trails. Implement the Master Plan of Bicycle and Equestrian Trails as shown in Exhibit 27 (page 73). Some proposed bicycle trails link the

industrial southwest with residential neighborhoods while other bicycle trails are oriented to recreational users. Equestrian trails serve as feeders to existing regional trails. The proposed trails are not inclusive. Additional routes may be designated as future development occurs.

ACTION A3-6.1.2

Trail Design Standards.

Implement CalTrans' Bicycle and Equestrian Trails Design Standards emphasizing user safety shown in Exhibits 28 and 29 (pages 74 - 75). Upgrade existing facilities in accordance with these standards and require future trails to be constructed and maintained according to the standards. Construct and install the required signage detailing direction, trail names, hazards, and clearances. The City shall develop/design detailed linkages with regional trails. Additional standards can be found in Appendix C (page 118).

ACTION A3-6.1.3

Interim Bicycle and Equestrian Trails.

Investigate the need for and the possible construction of interim, shared bicycle and equestrian trails. Trails shall be developed in a coordinated fashion and phased appropriately to avoid sawtooth trails or trails that do not go anywhere.

ACTION A3-6.1.4

Development Review.

Review development proposals for inclusion of trails. Industrial and commercial developments shall be reviewed for appropriate bicycle parking facilities and for on-site paths. All developments shall be

EXHIBIT 27

Proposed Master Plan of Bicycle and Equestrian Trails

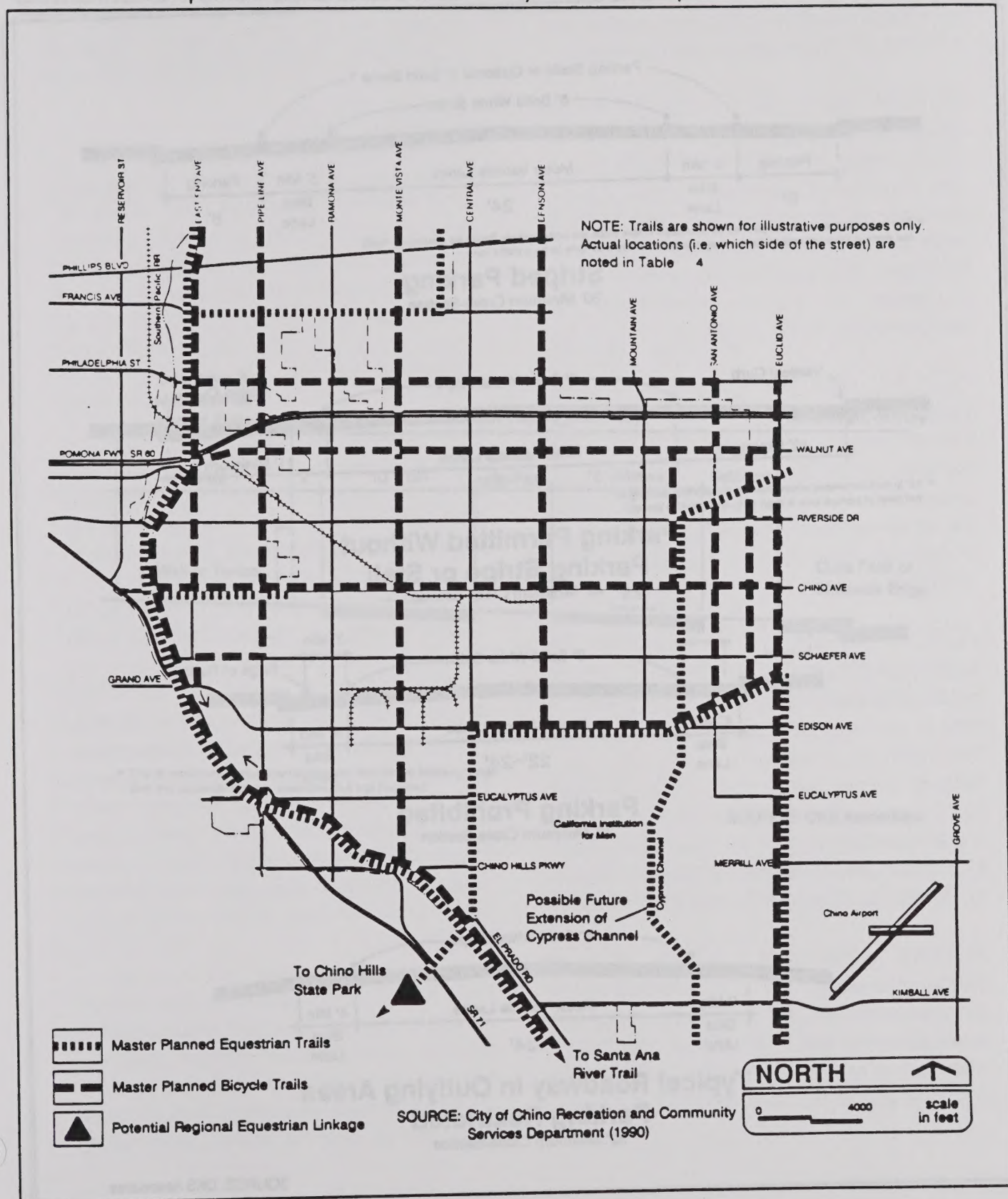
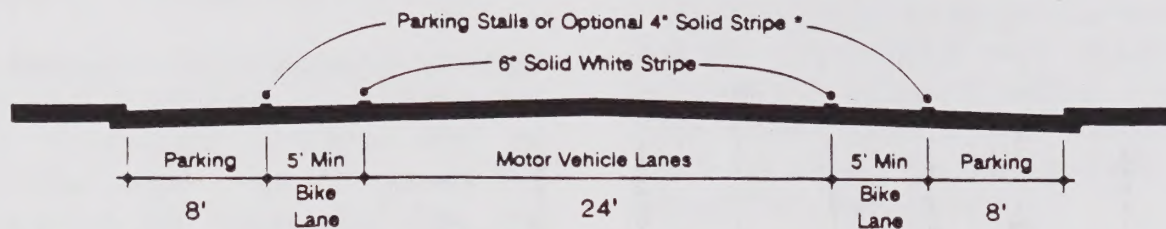


EXHIBIT 28

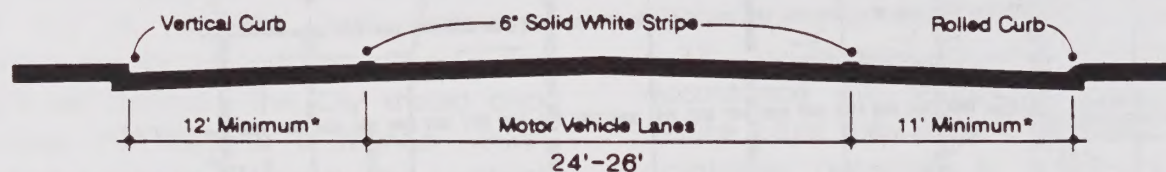
Proposed Bicycle Trails Standards



* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is legal) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

Striped Parking

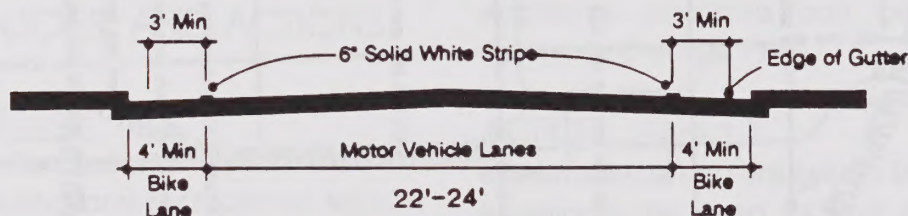
50' Minimum Cross-Section



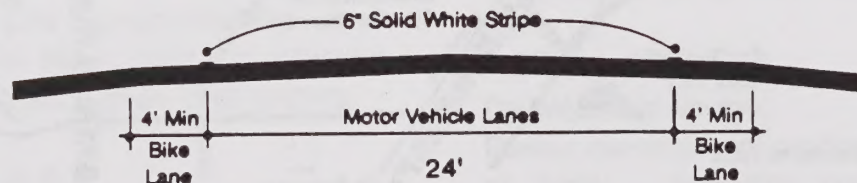
* 13' is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

Parking Permitted Without Parking Stripe or Stall

48' Minimum Cross-Section

**Parking Prohibited**

32' Minimum Cross-Section

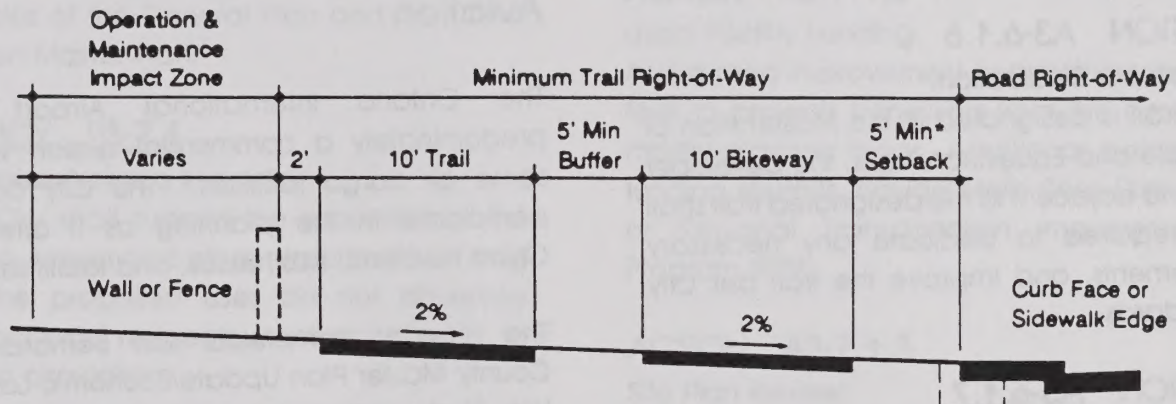
**Typical Roadway in Outlying Areas
Parking Restricted**

32' Minimum Cross-Section

SOURCE: DKS Associates

EXHIBIT 29

Combination Bikeway & Equestrian Trail Adjacent a Roadway with Parking



* The 5' minimum setback area between the paved bikeway edge and the sidewalk edge is desirable but not required

SOURCE: DKS Associates

reviewed for the appropriateness and location of bicycle and equestrian trails.

ACTION A3-6.1.5

Open Space Credit.

Credit the inclusion of landscaped trails within commercial, industrial, and residential developments, toward the open space requirement or open space fee requirement for those developments, except for those properties in public rights-of-way or designated in the Open Space Master Plan.

ACTION A3-6.1.6

Developer Dedication.

If a trail is designated in the Master Plan of Bicycle and Equestrian Trails, the developer of land adjacent to the designated trail shall be required to dedicate any necessary easements, and improve the trail per City standards.

ACTION A3-6.1.7

Bicycle Lane Funding.

Investigate and apply for funding from federal and state sources, such as the State Transportation Development Act and the Federal Urban Aid Program. Since the number of applicants for this type of funding is great, the City must be seriously committed to pursuing the funding for trails/lanes. City funds may be required as matching funds.

ACTION A3-6.1.8

Trail Maintenance.

Both bicycle and equestrian trails shall be maintained by the City. When trails are adjacent to or link with county facilities, a joint agreement between the City of Chino

and the County of San Bernardino shall determine maintenance responsibilities.

ACTION A3-6.1.9

Parking Along Bicycle Routes.

Parking shall be discouraged along on-site bicycle routes. The City shall review all bicycle routes with adjacent on-street parking, and develop strategies for reducing or eliminating on street parking.

Aviation

The Ontario International Airport is predominately a commercial airport with some air cargo facilities. The City does participate in the planning as it affects Chino residents, businesses, and facilities.

The recently completed San Bernardino County Master Plan Update/Economic Land Use Study anticipates an increase in the number of aircraft based at the Chino Airport and the number of operations conducted there. The update recommends the acquisition of 480 acres, the construction of a new 7,000 foot runway, the extension of the existing east/west runway to an ultimate length of 5,000 feet, and the addition of non-airport commercial uses. Access is assumed to be primarily from Euclid Avenue and Merrill Avenue.

Since the administration of the Chino Airport will remain with the county, the City will have difficulty controlling the growth and the activities which take place there. Yet, the City will be asked to supply the infrastructure to the airport and the related uses. Using

this leverage, the City may be able to manage or phase growth, although it cannot limit or prohibit it.

GOALS, POLICIES, AND ACTIONS

GOAL G3-7

Development Type.

The City shall support land uses in the Chino Airport area which fulfill the goals, and policies of the General Plan and the Chino Airport Master Plan.

POLICY P3-7.1

Minimize Adverse Impacts.

The City shall support the expansion of the Chino Airport and other airport uses as long as the proposed uses do not adversely impact local residents, local noise levels, or traffic circulation.

ACTION A3-7.1.1

Master Planned Improvements.

The City shall coordinate with adjacent cities and counties to pursue the implementation of the following roadway improvements through either the City constructing the facilities, joint City-County efforts, or joint City-State efforts, as indicated in the Master Plan:

Euclid Avenue

- ▶ Widen to four lanes between Kimball and Merrill Avenues
- ▶ Signalize Euclid/Kimball and Euclid/Merrill intersections
- ▶ Establish and improve an alternative north/south route between Merrill and

Kimball Avenues to relieve traffic on Euclid Avenue.

Kimball Avenue

- ▶ Construct at least three airport access roads from Kimball to the airport.

Grove and Remington Avenues

- ▶ Close all or sections between the airport's northern and southern boundaries.

ACTION A3-7.1.2

Local Facility Funding.

Assess road improvement and maintenance fees to projects benefiting from the airport master planned roads. Additional, possible funding sources include Mello-Roos Districts or Regional Transportation Improvement Program (RTIP).

ACTION A3-7.1.3

Site Plan Review.

Review all proposed airport improvement projects to ensure land use compatibility and infrastructure availability.

ACTION A3-7.1.4

Airport Incompatible Uses.

Prohibit incompatible land uses from being developed around or encroaching into both the airport and the clear zone.

ACTION A3-7.1.5

Airport Liaison.

Designate a City airport liaison for interagency coordination and planning, as well as project review.

ACTION A3-7.1.6

Developer Contributions.

Require developers to either pay in-lieu fees or improve access to the airport improvements. Fees shall be based the differential development impact fee program for Chino Airport.

ACTION A3-7.1.7

Airport Necessitated Infrastructure Funding.

Seek federal and county funding, where appropriate, for development and maintenance of airport necessitated City utilities.

Utilities

Utilities within Chino are part of the permanent infrastructure influencing location, intensity, and type of development. The utility systems provide the essential resources and services to support Chino residents and businesses.

Chino has rapidly changed from a semirural community to a suburban City with its own public facilities and services. In this transition, some facility construction has occurred with forethought but without long-range master planning. Some facility repair and rehabilitation has proceeded in a somewhat disorganized method; upgrading those areas with the most urgent need first, without regard to location, rather than proceeding in an organized, contiguous pattern.

GOALS, POLICIES, AND ACTIONS

GOAL G3-8

Public Facilities Systems.

Provide complete, safe, and efficient public utility systems which serve future land use needs.

POLICY P3-8.1

Define Needs and Develop Capacity.

Annually define needs and deficiencies within the City's limits and sphere of service. Introduce all projects into the City's capital improvements process with the most urgent receiving priority. Annually evaluate capacity needs and develop programs to increase capacity and provide service.

ACTION A3-8.1.1

Needs Studies.

The City shall conduct studies to determine existing facility deficiencies and needs. The studies' findings shall be incorporated into proposed master plans.

ACTION A3-8.1.2

Master Plan.

The City shall maintain and periodically conduct a comprehensive update, of the master plans for water, wastewater, and storm drainage systems, emphasizing phased development.

ACTION A3-8.1.3

Capital Improvement Program (CIP).

Based on the utility master plans, a 5-year Capital Improvement Program shall be developed and implemented. Implementation includes procurement of funds, personnel, and materials.

POLICY P3-8.2

Facility Construction.

Construct, rehabilitate, and upgrade public utilities appropriate to the needs of the residents and businesses.

ACTION A3-8.2.1

Current Facility Plans Implementation.

Evaluate current facility plans for possible master plan compliance, and continue to construct or upgrade those facilities which fulfill the proposed master plans. When the facility plans have been evaluated and complete, implement the master plans.

ACTION A3-8.2.2

Older Facilities Upgrading and Rehabilitation.

Continue existing programs and practices which upgrade and rehabilitate older, inadequate facilities.

ACTION A3-8.2.3

Rights-of-Way

Continue to require dedication of necessary rights-of-way and improve infrastructure at developer's expense.

ACTION A3-8.2.4

Underground Utilities.

Develop a long-range program for undergrounding or relocating overhead distribution facilities, lines, and other utility systems. Coordinate with other service providers. Require new developments to underground all utilities.

ACTION A3-8.2.5

Fiber Optics.

Amend the City's subdivision ordinance to encourage the use of fiber optics for such things as telephone, cable TV, traffic signal interconnections, and signal loops, for all developments in the City. Develop a fiber optics location master plan and zoning ordinance to encourage fiber optic infrastructure placement.

POLICY P3-8.3

Interagency Coordination.

Continue to coordinate and collaborate with other city, county, and state agencies providing public utility services to Chino, to define area-wide and regional needs, projects, and responsibilities.

ACTION A3-8.3.1

Public Works Liaison.

Designate a City staff person to act as a liaison between the City and other agencies to facilitate regional studies, planning, and facility implementation. The liaison shall coordinate interagency funding efforts as well.

ACTION A3-8.3.2

San Bernardino County Flood Control District. Collaborate with San Bernardino County Flood Control District to evaluate existing and future storm drainage facility capacity needs, and develop mechanisms and methods to increase capacity.

ACTION A3-8.3.3

Other Jurisdictions Plan Review.

Evaluate San Bernardino County's Master Plans and neighboring jurisdictions' Master

Plans and proposed revisions for possible impacts on Chino service provision. Advise jurisdictions of impacts to Chino services and implement changes in Chino plans, if necessary.

ACTION A3-8.3.4

Hazardous Waste Disposal.

Work with regional agencies to identify additional capacity for treatment and disposal of Class I hazardous and toxic wastes. Continue to enforce and implement City ordinances regulating industrial wastes.

POLICY P3-8.4

New Development.

Continue to require and encourage new development areas and annexation areas to tie into existing infrastructure, or to pay in-lieu fees to the City for development of infrastructure facilities.

ACTION A3-8.4.1

Infrastructure Fees.

Evaluate current infrastructure construction and maintenance costs. Develop an infrastructure fees program for those facilities not yet chargeable.

ACTION A3-8.4.2

Chargeable Infrastructure Costs.

Continue to specify and collect those infrastructure fees that are required by and chargeable to new development.

ACTION A3-8.4.3

Annexation.

Require facility development and dedication or in-lieu utility construction fees as a

requirement of annexation. Require annexation for the provision of City services.

ACTION A3-8.4.4

Hazardous Materials Standards.

Develop hazardous material standards, management plans and permit processing plans for non-point source controlled runoff, pending federal regulations.

ACTION A3-8.4.5

Non-Point Source Contamination.

Develop policies and programs for regional facilities control of non-point source industrial contamination.

Conformity with the 1989 Air Quality Management Plan

The Federal Clean Air Act (1977 amendments) requires designated agencies in any area of the nation which does not meet the National Ambient Air Quality Standards (NAAQS) to prepare a plan demonstrating the steps which will be taken to bring the area into compliance. The national deadline for meeting all standards was December 31, 1987. Congress revised the Clean Air Act extending the attainment deadlines to the year 2010 for areas such as the South Coast Air Basin, which have severely degraded air quality.

Designated planning agencies in the basin are the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG). The two agencies adopted a revised plan for the South Coast Air Basin on

March 17, 1989, which projects attainment for all national standards by the year 2007. The California Air Resources Board (CARB) approved the Air Quality Management Plan (AQMP) in August 1989. Until Congress amends the Clean Air Act to extend the attainment deadline, EPA can only approve portions of the AQMP for inclusion in the federally enforceable State Implementation Plan (SIP). The EPA is under court order to prepare its own plan for the South Coast Air Basin because the region's 1982 AQMP did not demonstrate attainment by 1987, as required by the Clean Air Act.

The Clean Air Act also requires that projects receiving federal funds demonstrate conformity to the approved local SIP. Conformity guidelines for the AQMP extend these requirement to all regionally significant projects, regardless of whether federal funding is being sought. A finding of conformity with the AQMP is based on the jurisdiction's annual performance in implementing the transportation, land use, and energy conservation control measures and with regard to its role as a lead agency in insuring that all applicable projects are in conformance with the AQMP. The Chino Circulation Element must implement the AQMP's Transportation Control Measures in order to be found in conformance with the AQMP.

Circulation Element's Impact on Air Quality

The implementation measures in the 1989 AQMP revision are divided into three tiers:

- ▶ **Tier I:** Full implementation of known technological applications and effective management practices.
- ▶ **Tier II:** Significant advancement of today's technological applications and vigorous regulatory intervention.
- ▶ **Tier III:** Development of new technology.

The implementation control measures presented in the AQMP are designed to create emissions reductions which will facilitate the attainment of all national and state ambient air quality standards. Appendix D (page 136) presents Tier I Control Measures and the Corresponding Section of Chino's Circulation Element that demonstrate conformity to these measures. Implementation of these measures will have a positive air quality impact. The Circulation Element's conformity to Tier II and Tier III implementation measures cannot be evaluated as tiers rely heavily on technology which is not yet developed. The Circulation Element shall be reassessed and revised when Tier II and Tier III AQMD measures are required.

Conformity with Goals and Policies of the AQMP

The goal of the 1989 revision of the AQMP is to set forth a comprehensive control program that will bring the South Coast Air Basin into compliance with all national and state ambient air quality standards. Appendix E, (page 137) presents goals and policies from the Chino Circulation Element that are consistent with the 1989 AQMP emission reduction policy; The 1980 AQMP emission reduction policy seeks to maximize the effectiveness of existing emission reduction measures through improved administrative practices.

As presented in Appendix E (page 137), the goals and policies contained in the Circulation Element conform to those of the 1989 AQMP, and will facilitate accomplishment of the AQMP's stated goal of attainment all national and state ambient air quality standards.

Consistency of Transportation Control Measures (TCM)

The TCM measures presented in the AQMP are broad in scope. The TCM measures in the Circulation Element are consistent with all AQMP measures that apply to local governments, as shown in Appendix F (page 138). Additionally, the City has added A3-1.2.1, which provides for coordination with CalTrans, SCAG, SANBAG, and other local jurisdictions regarding the full development of SR71 and other regional transportation projects.

Consistency with SCAG Regional Mobility Plan (RMP)

For a local project to receive state and federal funding, a finding of consistency with SCAG's Regional Mobility Plan (RMP) needs to be made. The RMP has been incorporated by reference in the AQMP and is based on the same growth and needs assessments. Appendix F (page 138) presents applicable RMP goals and the corresponding goals in the Circulation Element, and Appendix G (page 139) compares specific RMP programs to specific Circulation Element actions. Appendices F and G (pages 138 - 139) demonstrate that the Circulation Element conforms to the goals and programs of the RMP.

Implementation

- ▶ Roadway Network
- ▶ Goods Movement
 - ▶ Trucks
 - ▶ Freight Rail
- ▶ Transportation Demand Management Program
- ▶ Commuter Transit
- ▶ Bicycle and Equestrian Trails
- ▶ Aviation
- ▶ Utilities

CIRCULATION ELEMENT IMPLEMENTATION

ROADWAY NETWORK	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING
	Goal 3-1 Transportation Facility Improvement															
ACTIONS	P3-1.1	P3-1.2	P3-1.3	CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	
Master Plan of Arterials A3-1.1.1	X				X											1992 - on
Chino and Adjacent Jurisdictions' Road Standard Coordination A3-1.1.2	X				X						X					1992 - on
Limited Roadway Expansion A3-1.1.3	X				X											1993 - on
Prioritizing and Phasing Program A3-1.1.4	X				X											1994
Right-of-Way Acquisition A3-1.1.5	X				X											1993
Local Street Traffic Volume A3-1.1.6	X				X											1993 - on
Roadway Segments and Intersections Operations A3-1.1.7	X				X											1993 - on
Improve Existing Road Conditions A3-1.1.8	X				X						X					1994
Signal Timing Study A3-1.1.9	X				X											1993
Private Residential Street Standards A3-1.1.10	X				X											1993
Sawtooth Road Priority and Improvement A3-1.1.11	X			X	X						X					1993
Access Points and Site Design Review A3-1.1.12	X				X											1992 - on
* CD - Community Development Department MS - Management Services Department A - Administration																
PW - Public Works Department PD - Police Department SBC - San Bernardino County																
CS - Community Services Department FD - Chino Rural Fire District CT - CalTrans																
PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																

CIRCULATION ELEMENT IMPLEMENTATION

ROADWAY NETWORK	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING
	Goal 3-1 Transportation Facility Improvement															
ACTIONS	P3-1.1	P3-1.2	P3-1.3	CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	
Major Arterial Access Points A3-1.1.13	X			X	X											1992
New Development A3-1.1.14	X			X	X											1992 - on
Arterial Road Parking Restriction A3-1.1.15	X			X	X											1992 - on
Freeway Sound Walls A3-1.1.16	X				X					X		X				1992 - on
Median Landscaping A3-1.1.17	X			X	X						X					1992
Freeway Ramps A3-1.1.18	X				X							X	X			1992
Specific Road Improvements A3-1.1.19	X				X											1991 - on
Street Tree Planting A3-3.1.1.20	X			X	X											1992
Existing Trees A3-1.1.21	X			X	X											1991 - on
Traffic Model A3-1.1.22	X				X											1992 - on
Central Avenue Dedication A3-1.1.23	X				X											1991 - on
* CD - Community Development Department MS - Management Services Department A - Administration																
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CIRCULATION ELEMENT IMPLEMENTATION

ROADWAY NETWORK	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING
	Goal 3-1 Transportation Facility Improvement															
ACTIONS	P3-1.1	P3-1.2	P3-1.3	CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	
City Liaison A3-1.2.1		X			X						X					1992 - on
SR60 and SR71 Landscaping A3-1.2.2		X			X							X				1992
Highway Standards Compatibility A3-1.2.3		X		X	X						X					1992
Congestion Management Plan (CMP) A3-1.2.4		X			X						X				X	
Development Dedication A3-1.3.1			X		X											1992 - on
Off-site Impact Assessments A3-1.3.2			X		X											1992 - on
* CD - Community Development Department MS - Management Services Department A - Administration																
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CIRCULATION ELEMENT IMPLEMENTATION

GOODS MOVEMENT Trucks	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING
	Goal 3-2 Truck & Hazardous Materials Routes In the City															
	P3-2.1	P3-2.2		CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	
Potential Truck Routes A3-2.1.1	X	X		X	X											1992 - on
Truck Routes A3-2.1.2	X	X		X	X						X					1992 - on
Schaefer Avenue - Interim Truck Routes A3-2.1.3	X	X		X	X											1992 - on
Truck District A3-2.1.4		X		X	X											1993
Truck Service Centers A3-2.1.5	X	X		X	X											1993
Mode Compatibility A3-2.1.6	X				X											1993
Truck Route Signage A3-2.1.7	X				X											1992
Central Avenue/Mountain Avenue Truck Traffic A3-2.1.8		X		X	X											1991 - on
Truck Operating Hours A3-2.1.9		X		X	X											1992
Business and Industries Locations A3-2.1.10	X	X		X	X											1992
Public Participation A3-2.1.11	X			X	X											1992 - on
On-Street Truck Parking A3-2.1.12		X		X	X			X								1993 - on
* CD - Community Development Department MS - Management Services Department A - Administration																
PW - Public Works Department PD - Police Department SBC - San Bernardino County																
CS - Community Services Department FD - Chino Rural Fire District CT - CalTrans																
PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																

CIRCULATION ELEMENT IMPLEMENTATION

CIRCULATION ELEMENT IMPLEMENTATION

GOODS MOVEMENT Trucks	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING
	Goal 3-2 Truck & Hazardous Materials Routes In the City															
ACTIONS	P3-2.1	P3-2.2		CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	
Establishment of Hazardous Materials Routes A3-2.2.1		X		X	X			X	X							1992
Hazardous Waste Transportation Studies A3-2.2.2		X		X	X			X	X							1992
* CD - Community Development Department MS - Management Services Department A - Administration PW - Public Works Department PD - Police Department SBC - San Bernardino County CS - Community Services Department FD - Chino Rural Fire District CT - CalTrans PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																

CIRCULATION ELEMENT IMPLEMENTATION

GOODS MOVEMENT Freight Rail	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING
	Goal 3-3 Rail Service															
ACTIONS	P3-3.1	P3-3.2	P3-3.3	CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	
Master Plan of Rail Lines A3-3.1.1	X			X	X											1992 - on
Land Dedication A3-3.1.2	X				X											1992 - on
Railroad Right-of-Way Standard A3-3.1.3	X				X											1992 - on
Rail Uses Prohibited East of Monte Vista Avenue A3-3.1.4	X			X												1992 - on
Hazardous Waste Transportation Study A3-3.2.1		X		X	X			X	X							1992 - on
At-Grade Crossings A3-3.3.1			X		X						X	X	X			1993
Railroad Crossing Safety A3-3.3.2			X		X						X	X	X			1993
Grade Crossing A3-3.3.3			X		X						X	X	X			1992 - on
* CD - Community Development Department MS - Management Services Department A - Administration PW - Public Works Department PD - Police Department SBC - San Bernardino County CS - Community Services Department FD - Chino Rural Fire District CT - CalTrans PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																

CIRCULATION ELEMENT IMPLEMENTATION

TRANSPORTATION DEMAND MANAGEMENT PROGRAM	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING
	Goal 3-4 Transportation Demand Management Program															
	P3-4.1	P3-4.2		CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	
Transportation Coordinator A3-4.1.1	X				X											1993
Shuttle Service A3-4.1.2	X				X					X						1992
TDM and Mitigation Strategy A3-4.1.3	X				X											1992 - on
Pedestrian Facilities A3-4.1.4	X				X											1992 - on
Park-n-Ride A3-4.1.5	X				X							X				1992
Park-n-Ride Facilities A3-4.1.6	X				X							X				1992 - on
Truck Travel Demand Management (TTDM) Program A3-4.1.7	X				X											1992 - on
Ridesharing Match Service A3-4.2.1		X		X	X											1993
Shuttle Service A3-4.2.2		X		X	X											1993
Preferred Parking A3-4.2.3		X		X	X											1992 - on
Community Education A3-4.2.4		X		X	X											1992 - on
Bus Turnouts. A3-4.2.5		X		X	X											1992 - ON
* CD - Community Development Department MS - Management Services Department A - Administration																
PW - Public Works Department PD - Police Department SBC - San Bernardino County																
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PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																

CIRCULATION ELEMENT IMPLEMENTATION

COMMUTER TRANSIT	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING
	Goal 3-5	Public Transit		CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	
ACTIONS	P3-5.1															
Site Design A3-5.1.1	X				X											1993 - on
Fee Assessments A3-5.1.2	X				X					X						1993 - on
OnmiTrans Review A3-5.1.3	X				X											1992 - on
Transit Design Standards A3-5.1.4	X			X	X											1992 - on
Civic Activity, Health Care, and Day Care Centers A3-5.1.5	X			X												1993 - on
New Bus Routes A3-5.1.6	X			X	X											1992 - on
Bus Loading Bays A3-5.1.7	X				X											1993 - on
Expand Paratransit Service A3-5.1.8	X				X											1992 - on
Commuter Rail Feasibility Assessment A3-5.1.9	X				X					X	X				X	1993 - on
SCAG - City of Chino Regional Community Rail Study A3-5.1.10	X			X	X					X				X	X	1992 - on
Airport Service A3-5.1.11	X			X	X											1993 - on
Transportation Center A3-5.1.12	X			X	X											1993
* CD - Community Development Department MS - Management Services Department A - Administration PW - Public Works Department PD - Police Department SBC - San Bernardino County CS - Community Services Department FD - Chino Rural Fire District CT - CalTrans PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																

CIRCULATION ELEMENT IMPLEMENTATION

AVIATION	GOALS AND POLICIES			RESPONSIBLE AGENCY / DEPARTMENT *												TIMING	
	Goal 3-7 Development Type			CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG		Other (specify)
ACTIONS	P3-7.1																
Master Planned Improvements A3-7.1.1	X				X												1995
Local Facility Funding A3-7.1.2	X				X					X							1994
Site Plan Review A3-7.1.3	X			X													1992 - on
Airport Incompatible Uses A3-7.1.4	X			X													1992 - on
Airport Liaison A3-7.1.5	X			X						X							1993
Developer Contributions A3-7.1.6	X			X													1993
Airport Necessitated Infrastructure Funding A3-7.1.7	X				X					X	X					Federal Gov't.	1994
* CD - Community Development Department MS - Management Services Department A - Administration PW - Public Works Department PD - Police Department SBC - San Bernardino County CS - Community Services Department FD - Chino Rural Fire District CT - CalTrans PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																	

CIRCULATION ELEMENT IMPLEMENTATION

UTILITIES	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT *														TIMING
	Goal 3-8 Public Facilities System				CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG	Other (specify)		
	ACTIONS	P3-8.1	P3-8.2	P3-8.3														P3-8.4	
Needs Studies A3-8.1.1	X					X													1994
Master Plan A3-8.1.2	X					X													1994
Capital Improvement Program (CIP) A3-8.1.3	X					X													1993
Current Facility Plans Implementation A3-8.2.1		X				X													1993
Older Facilities Upgrading and Rehabilitation A3-8.2.2		X				X													1992 - on
Rights-of-Way A3-8.2.3		X				X													1992 - on
Underground Utilities A3-8.2.4		X				X													1993
Fiber Optics A3-8.2.5		X				X													1994
Public Works Liaison A3-8.3.1			X			X													1993 - on
San Bernardino County Flood Control District A3-8.3.2			X			X						X							1994
Other Jurisdictions Plan Review A3-8.3.3			X			X													1993
Hazardous Waste Disposal A3-8.3.4			X			X						X							1993
* CD - Community Development Department MS - Management Services Department A - Administration PW - Public Works Department PD - Police Department SBC - San Bernardino County CS - Community Services Department FD - Chino Rural Fire District CT - CalTrans PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																			

CIRCULATION ELEMENT IMPLEMENTATION

UTILITIES	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT *												TIMING	
	Goal 3-8 Public Facilities System				CD	PW	CS	MS	PD	FD	A	SBC	CT	PUC	SCG	SNBG		Other (specify)
ACTIONS	P3-8.1	P3-8.2	P3-8.3	P3-8.4														
Infrastructure Fees A3-8.4.1				X		X		X										1993 - on
Chargeable Infrastructure Costs A3-8.4.2				X		X		X										1992 - on
Annexation A3-8.4.3				X	X	X												1992 - on
Hazardous Materials Standards A3-8.4.4				X	X	X			X	X								1993 - on
Non-Point Source Contamination A3-8.4.5				X	X	X			X									1994
* CD - Community Development Department MS - Management Services Department A - Administration PW - Public Works Department PD - Police Department SBC - San Bernardino County CS - Community Services Department FD - Chino Rural Fire District CT - CalTrans PUC - Public Utilities Commission SCG - So Calif Assoc of Gov'ts SNBG - San Bernardino Assoc of Gov'ts																		

Glossary

Abbreviations Used

ADT: Average daily trips made by vehicles in a 24-hour period

CEQA: California Environmental Quality Act

CIM: California Institution for Men

CIP: Capital Improvement Program

CMP: Congestion Management Plan

LOS: Traffic Level of Service

RMP: Regional Mobility Plan

RTIP: Regional Transportation Improvement

STDA: State Transportation Development Act

STIP: State Transp. Improvement Program

TDM: Transportation Demand Management

TMA: Transportation Management Assoc.

TSM: Transportation Systems Management

TDM: Truck Traffic Demand Management

Access/Egress

The ability to enter a site from a roadway and exit to site onto a roadway by motorized vehicle.

Airport-Related Use

A use which supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Approach Zone

The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and which should be free from obstruction.

and local streets, but some direct access exists.

Bicycle Lane (Class II Facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I Facility)

A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III Facility)

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or land stripes.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Capital Improvements Program (CIP)

A program administered by City government and reviewed by Planning Commission, which schedules permanent improvements five or six years in the future to fit the City's projected fiscal capability. The program generally is reviewed annually.

Clear Zone

That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the center-line of the runway. Land use is restricted.

Collector

Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street which provides circulation within and between neighborhoods. Collectors usually

serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial

Facilities for the buying and selling of commodities and services.

Compatible

Capable of existing together without conflict or ill effects.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a City.

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location (see "Development Rights, Transfer of").

Easement

Usually the right to use property owned by another for specific purposes. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Environmental Impact Report (EIR)

A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action (see "California Environmental Quality Act").

Expressway

A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Freeway

High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Generally used for long trips between major land use generators. Major streets cross at a different grade level.

Gateway

A point along a roadway entering the City at which a motorist gains a sense of having left the environs and of having entered the City.

General Plan

A compendium of the City's policies regarding its long-term development, in the form of a land use and circulation map and accompanying text. The General Plan is a legal document required of each local agency by the State of California.

Goal

A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Guidelines

General statements of policy direction around which specific details may be later established.

Handicapped

A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Materials

Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Highway

High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Impact

Effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fees

Fees levied on the developer of a project by the City as compensation for otherwise-unmitigated impacts the project will produce.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Improvement

The addition of one or more structures or utilities on a vacant parcel of land.

Interagency

Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Level of Service (LOS)

A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest LOS, as follows:

- ▶ **LOS A:** Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
- ▶ **LOS B:** Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.
- ▶ **LOS C:** Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

- ▶ **LOS D:** The level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
- ▶ **LOS E:** Traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, longstanding queues, and blocked intersections.
- ▶ **LOS F:** Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Major Arterial

A 6- or 8-lane divided highway, generally with raised median islands. Separated left turn movements. No provision for on-street parking. Sufficient width available for on-street bicycle lanes. Sidewalks provided on both sides.

Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mitigate

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building.

OmniTrans

The San Bernardino County bus service agency.

Paratransit

Refers to transportation services and which operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parking Area, Shared

A public or private parking area used jointly by two or more uses.

Parking Area, Public

An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parkway

An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Planning Area

The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the City Limits and potentially annexable land.

Primary Arterial

A 4-lane divided highway, with or without raised median islands. Separated left-turn movements. No provision for on-street parking. Sufficient width available for on-street bicycle lanes. Sidewalks provided on both sides.

Policy

A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Program

An action, activity, or strategy carried out in response to adopted policy to achieve a specific objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Regional

Pertaining to activities or economies at a scale, and affecting a broad homogeneous area, greater than that of any one City or county.

Retrofit

The addition of materials and/or devices to an existing building or system to improve its operation or efficiency.

Right-of-way

The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads and utility lines.

Secondary Arterial

A 4-lane divided or undivided highway, without raised median islands. Provision for either on-street parking or separated left-turn movements, but not both. Bicycle lanes may be provided but (unless through shared use) would preclude on-street parking. Sidewalks provided on both sides.

Setback

The distance between the property line and any structure.

Sign

Any representation (written or pictorial) used to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Site

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Specific Plan

A specific plan is a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient of the systematic implementation of any General Plan element(s).

Speed, Average

The sum of the speeds of the cars observed divided by the number of cars observed.

Speed, Critical

The speed which is not exceeded by 85% of the cars observed.

Streets, Local and Minor

Local streets not shown on the circulation plan, map, or diagram, whose primary intended purpose is to provide access to frontage properties.

Streets, Major

The transportation network which includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Through

Streets which extend continuously between other major streets in the community.

Traffic Model

A mathematical statement of traffic movement within a City based on observed relationships between the kind and intensity of development in specific areas. A traffic model operates on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses (see "Trip").

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent

Refers to persons unable to operate automobiles or other motorized vehicles, or

those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, paratransit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system, by reducing the number of vehicles using the roadways. More precisely, it is a reduction in the number of persons who drive alone on the roadway during commute periods coupled with a corresponding increase in carpools, vanpools, buses and trains, walking and bicycling. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame.

Trees, Street

Trees strategically planted--usually in parkway strips, medians, or along streets--to enhance the visual quality of a street.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement

considered in transportation studies. Each trip has one "production end," (or origin—often from home, but not always), and one "attraction end," (destination) (see "Traffic Model").

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by a number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Ratios greater than 1.0 are possible (see "Level of Service").

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

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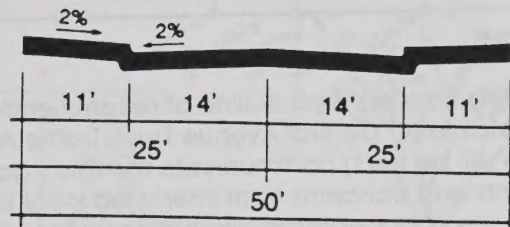
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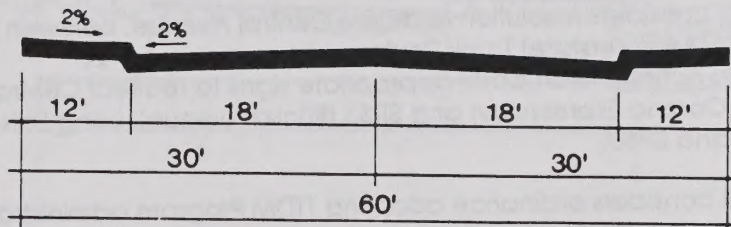
- A Private and Rural Street Sections
- B Central Avenue/Mountain Avenue Truck Traffic Reduction Policy
- C Bicycle and Equestrian Trail Standards
- D AQMP Tier 1 Control Measures and the Corresponding Section of the Circulation Element
- E Goals and Policies Consistent with the 1989 AQMP Policy on Improved Administrative Practices
- F RMP Goals and Policies of the Corresponding Circulation Element Goals
- G RMP Programs and Related Circulation Element Actions

APPENDIX A

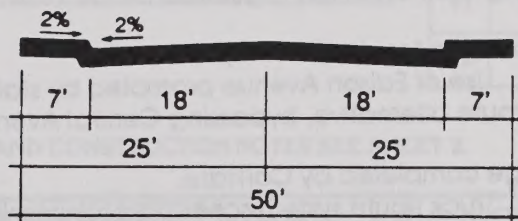
Private and Rural Street Sections



Rural Local



Urban Local



Private Street

SOURCE: DKS Associates

APPENDIX B

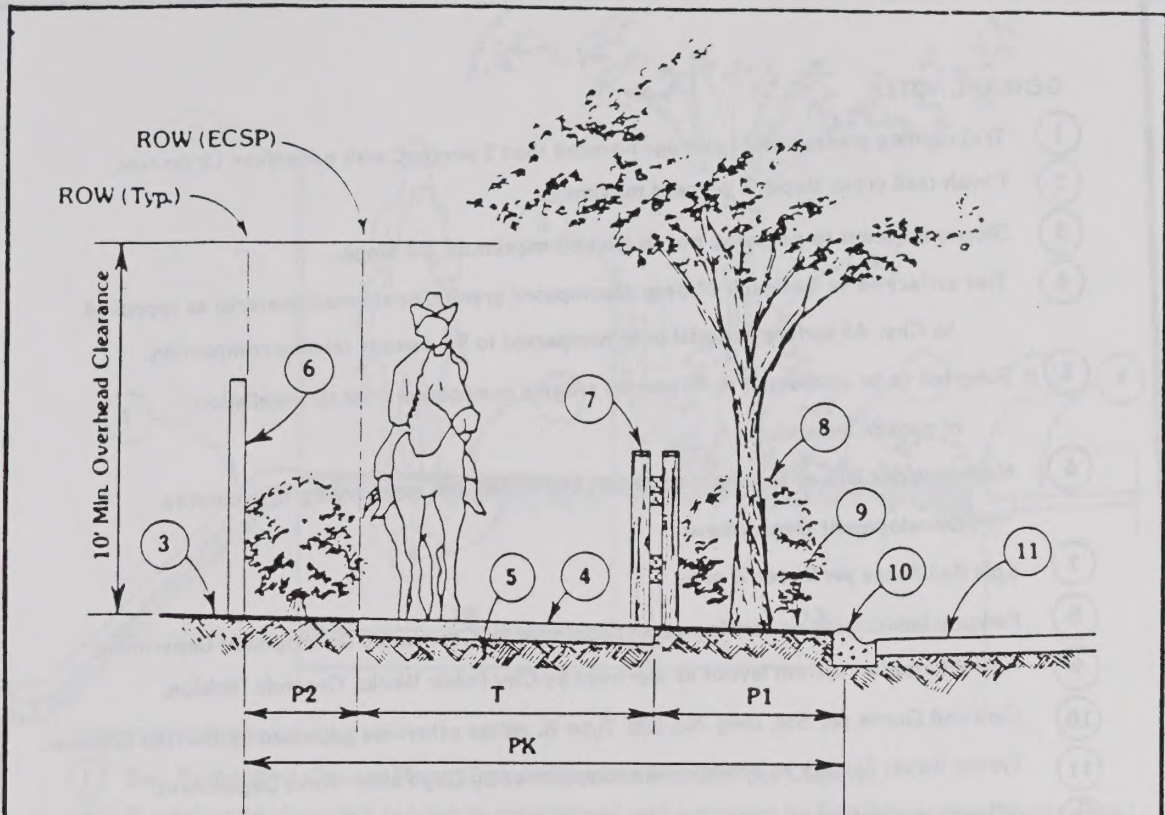
Central Avenue/Mountain Avenue Truck Traffic Reduction Policy Action Timetable

Adopted by City Council on February 4, 1992, for incorporation into the Circulation Element of the Chino General Plan: It is a goal of the City of Chino to reduce truck traffic on Central Avenue below existing levels. Except as needed to conduct government and utility services and to provide for local deliveries, it is desirable that alternative truck routes be established. The following timetable of actions leading to curtailment of truck traffic on Central Avenue, between Schaefer Avenue and the SR60 (Pomona Freeway), will achieve this goal.

<u>TARGET DATES</u>	<u>IMPLEMENTING ACTIONS</u>
04/07/92	City Council considers concept and outline of recommended membership, goals, objectives and timetable of "Central Avenue Truck Traffic Action Committee". Primary effort of Committee will be to (1) communicate the City's goal and intended actions; and (2) receive comments and concerns from interested local businesses, with the intent to maximize voluntary use of acceptable alternative routes. Committee representation to include, as practicable, but not be limited to: CalTrans; Chino Valley Chamber of Commerce; adjacent area chambers of commerce; and area wide trucking associations. ■ <u>Follow-up Action:</u> Staff commences Committee meetings.
05/08/92	City Engineer completes needs assessment for remedial pavement work on Edison Avenue between Central Avenue and Euclid Avenue to accommodate STAA (Interstate) trucks. ■ <u>Follow-up Action:</u> Staff performs interim improvements on Edison Avenue.
05/19/82	City Council considers resolution to delete Central Avenue, between Schaefer Avenue and SR60 as an STAA (Interstate) Truck Route. ■ <u>Follow-up Action:</u> Staff posts appropriate signs to redirect Central Avenue STAA trucks to SR71 (Corona Expressway) and SR83 (Euclid Avenue), using Edison Avenue-Grand Avenue and SR60.
05/19/92	City Council considers ordinance adopting TTDM Program administrative and enforcement regulations, to be applied to all new businesses as well as existing businesses already conditioned to participate in the Program. ■ <u>Follow-up Action:</u> Staff presents ordinance to the affected businesses and incorporates the ordinance's provisions into the development process.
10/06/92	City Council considers final report of Central Avenue Truck Traffic Action Committee. ■ <u>Follow-up Action:</u> Staff implements those recommendations adopted by the City Council to maximize voluntary re-routing (from Central Avenue and Mountain Avenue) those trucks serving businesses not regulated by the TTDM Program.
12/31/92	Edison Avenue widening to four lanes completed. ■ <u>Follow-up Action:</u> Use of Edison Avenue promoted by staff to local businesses as a preferable truck route alternative, bypassing Central Avenue and Mountain Avenue.
10/01/96	SR60/SR71 interchange completed by CalTrans. ■ <u>Follow-up Action:</u> Truck Route system scheduled for consideration of modification by City Council.
10/01/96	City Council considers removal of Central Avenue, between Schaefer Avenue and SR60, and Mountain Avenue, between Schaefer Avenue and SR60, from the City's Truck Route system. Government, utility and local delivery trucks are exempted. ■ <u>Follow-up Action:</u> Staff posts appropriate signs to redirect Central Avenue and Mountain Avenue trucks to SR71 and SR83, using Edison Avenue-Grand Avenue and SR60.

APPENDIX C

Bicycle and Equestrian Trail Standards



TYPICAL PARKWAY DIMENSIONS				
	PK	T	P1	P2
RURAL PRIMARY	24'	10'	10'	4'
RURAL SECONDARY	18'	8'	6'	4'
RURAL LOCAL	16'	8'	5'	3'
ECSP ADJACENT TO CYPRESS CHANNEL	25'	12'	13'	0
RURAL COLLECTOR	11'	8'	3'	0

LEGEND	
PK	PARKWAY WIDTH
T	EQUESTRIAN TRAIL WIDTH
P1	STREET LANDSCAPING WIDTH
P2	INTERIOR LANDSCAPING WIDTH

NOTE: FOR GENERAL AND CONSTRUCTION NOTES SEE SHEET 2

APPROVED <i>Royce W. Long</i>			CITY OF CHINO	
CITY ENGINEER			PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			EQUESTRIAN TRAIL STANDARDS	138A

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards

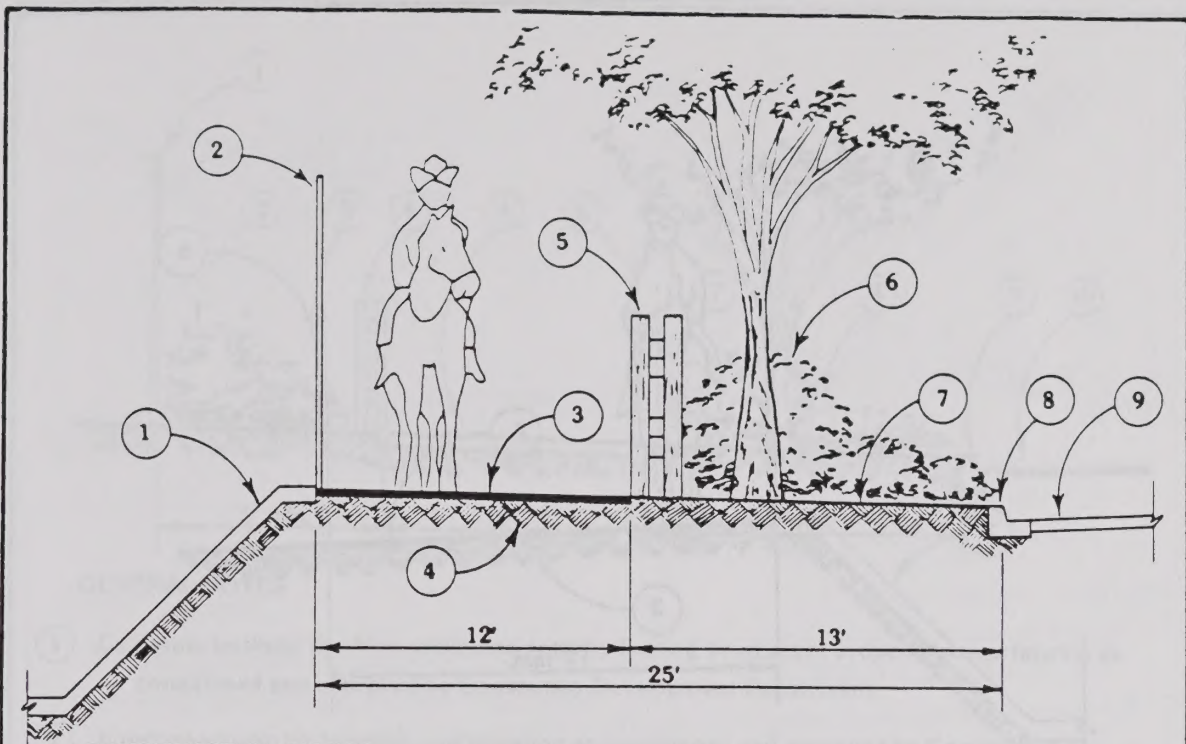
GENERAL NOTES

- ① Trail running grades should average no more than 5 percent, with none over 15 percent.
- ② Finish trail cross slope, 2 percent maximum.
- ③ Slopes adjacent to parkway not to exceed maximum 3:1 slope.
- ④ Trail surface to be minimum 4" deep decomposed granite, or alternate material as approved by City. All surface material to be compacted to 90 percent relative compaction.
- ⑤ Subgrade to be compacted to 90 percent relative compaction prior to installation of surface material.
- ⑥ Masonry block wall or fencing material as conditioned and approved by Community Development Department.
- ⑦ Split Rail Fence per Sheet 3 of 6.
- ⑧ Parkway landscaping as conditioned and approved by Community Development Department.
- ⑨ Typical irrigation system layout as approved by City Public Works, Grounds Division.
- ⑩ Curb and Gutter per Std. Dwg. No. 205 Type B, unless otherwise approved by the City Engineer.
- ⑪ Typical Street Section as conditioned and approved by City Public Works Department.
- ⑫ All materials and construction subject to inspection and approval by City Recreation and Community Services Department prior to final acceptance by City.

APPROVED <i>Kay A. Wellington</i>			CITY OF CHINO PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			EQUESTRIAN TRAIL STANDARDS	138B

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



CONSTRUCTION NOTES

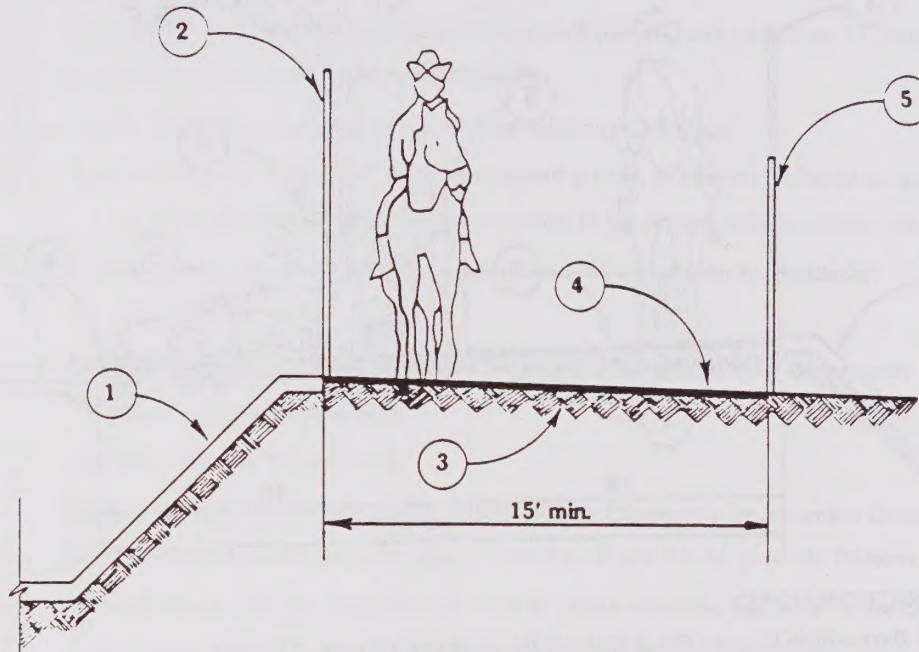
- ① San Bernardino County Flood Control Department, Cypress Channel.
- ② 8' reinforced chain link fencing as conditioned and approved by San Bernardino County Flood Control Department.
- ③ Finished trail cross slope, 2 percent maximum.
- ④ Trail subgrade and finished surface per Std. Dwg. No. 138B, notes 4 and 5.
- ⑤ Split Rail Fence per Std. Dwg. No. 138C.
- ⑥ Parkway landscaping as conditioned and approved by Community Development Department.
- ⑦ Irrigation system as conditioned and approved by Public Works Grounds Division.
- ⑧ Curb and gutter per Std. Dwg. No. 205 Type B, unless otherwise approved by City Engineer.
- ⑨ Typical street section as conditioned and approved by Public Works/Engineering Department.

NOTES

APPROVED			CITY OF CHINO PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			EQUESTRIAN TRAIL STANDARDS CYPRESS CHANNEL TRAIL	

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



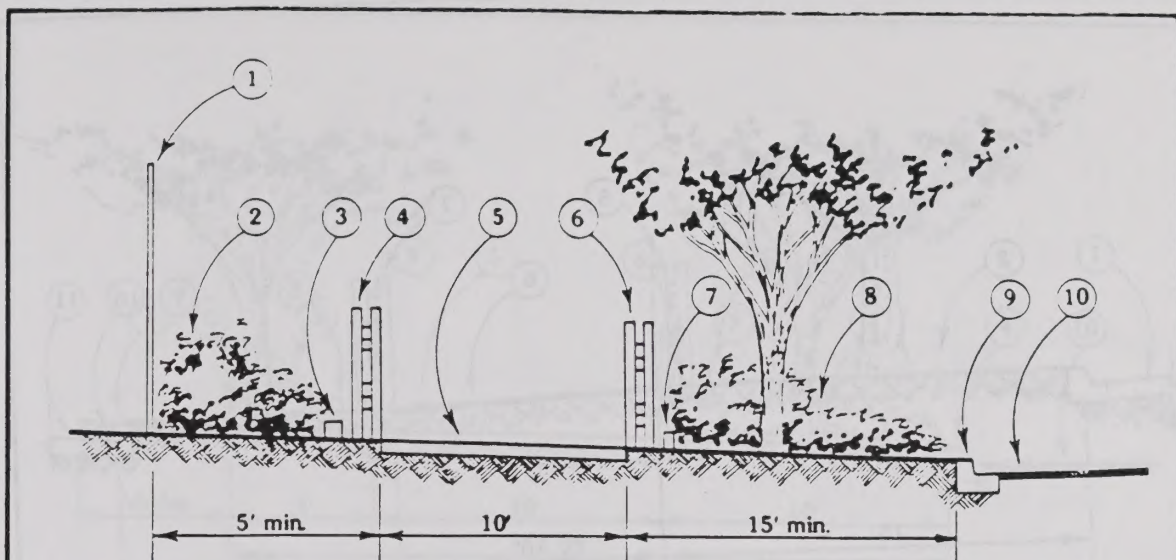
CONSTRUCTION NOTES

- ① U.S. Army Corps Of Engineers flood control channel, San Antonio Creek.
- ② 8' reinforced chain link fencing as conditioned and approved by U.S. Army Corps Of Engineers and San Bernardino County Flood Control Department.
- ③ Trail Surface: Sterilize and scarify top 6" of existing grade. Recompect existing surface to 90 percent relative compaction. Final surface to be free of any rocks, roots, or other organic materials.
- ④ Provide maximum 2 percent cross slope for positive drainage.
- ⑤ Existing 6' chain link fence by San Bernardino County Flood Control Department, or new fencing as conditioned and approved by Community Development Department, as required for adjacent development.

APPROVED			CITY OF CHINO PUBLIC WORKS DEPARTMENT	
CITY ENGINEER		DATE	STANDARD DRAWING	
DATE	REVISION	BY	No	
			EQUESTRIAN TRAIL STANDARDS SAN ANTONIO CREEK TRAIL	
			138D	

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



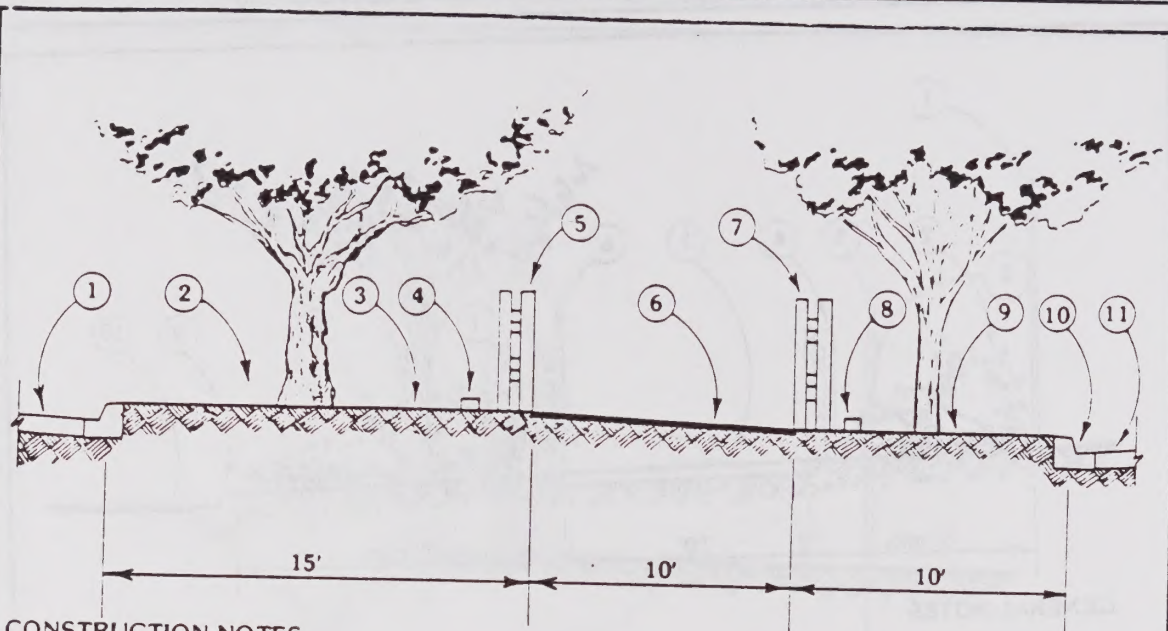
GENERAL NOTES

- ① California Institute For Men reinforced security fencing or adjacent property owner fencing as conditioned and approved by Community Development Department.
- ② Interior parkway landscaping and irrigation as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ③ Concrete Mow Curb per Std. Dwg. No. 138X.
- ④ Split Rail Fence per Std. Dwg. No. 138X.
- ⑤ Equestrian trail subgrade and finish surfacing per Std. Dwg. No. 138B, Notes 2, 3, 4, and 5.
- ⑥ Split Rail Fence per Std. Dwg. No. 138X.
- ⑦ Concrete Mow Curb per Std. Dwg. No. 138X.
- ⑧ Parkway landscaping and irrigation as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ⑨ Typical curb and gutter as conditioned by Public Works Grounds Division.
- ⑩ Central Avenue.

APPROVED _____			CITY OF CHINO PUBLIC WORKS DEPARTMENT	
CITY ENGINEER		DATE		
DATE	REVISION	BY	STANDARD DRAWING	No.
			EQUESTRIAN TRAIL STANDARDS	
			CENTRAL AVENUE TRAIL	

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



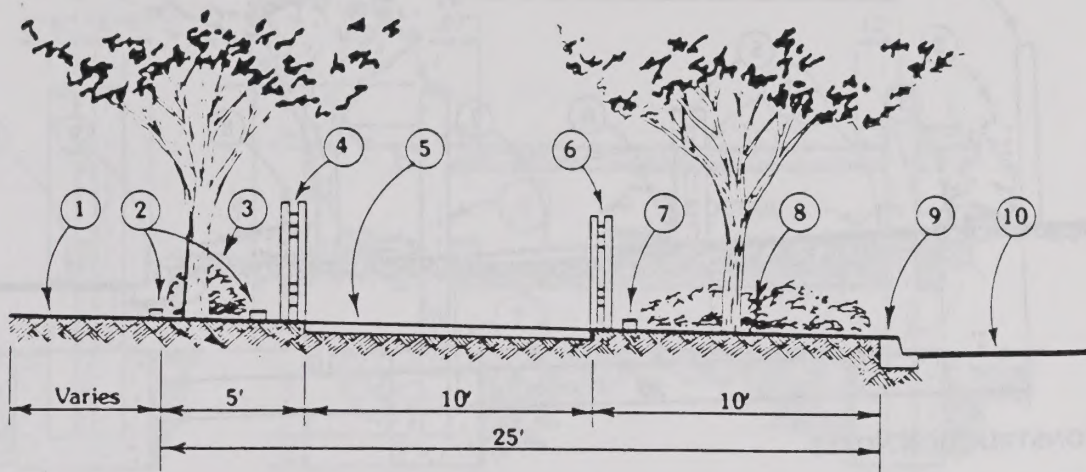
CONSTRUCTION NOTES

- ① Parking lot and/or building pad as conditioned and approved by Community Development and Public Works Departments.
- ② Building and parking lot setbacks as conditioned and approved by Community Development Dept.
- ③ Parkway landscaping and irrigation as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ④ Concrete Mow Curb per Std. Dwg. No. 138X.
- ⑤ Split Rail Fence per Std. Dwg. No. 138X.
- ⑥ Equestrian trail grading and surfacing per Std. Dwg. No. 138B, General Notes 2, 3, 4, and 5.
- ⑦ Split Rail Fence per Std. Dwg. No. 138x.
- ⑧ Concrete Mow Curb per Std. Dwg. No. 138X.
- ⑨ Parkway landscaping and irrigation as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ⑩ Curb and gutter as conditioned and approved by Public Works Department.
- ⑪ Typical street section Euclid Avenue.

APPROVED _____			CITY OF CHINO	
CITY ENGINEER			PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			EQUESTRIAN TRAIL STANDARDS EUCLID AVENUE TRAIL	138E

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



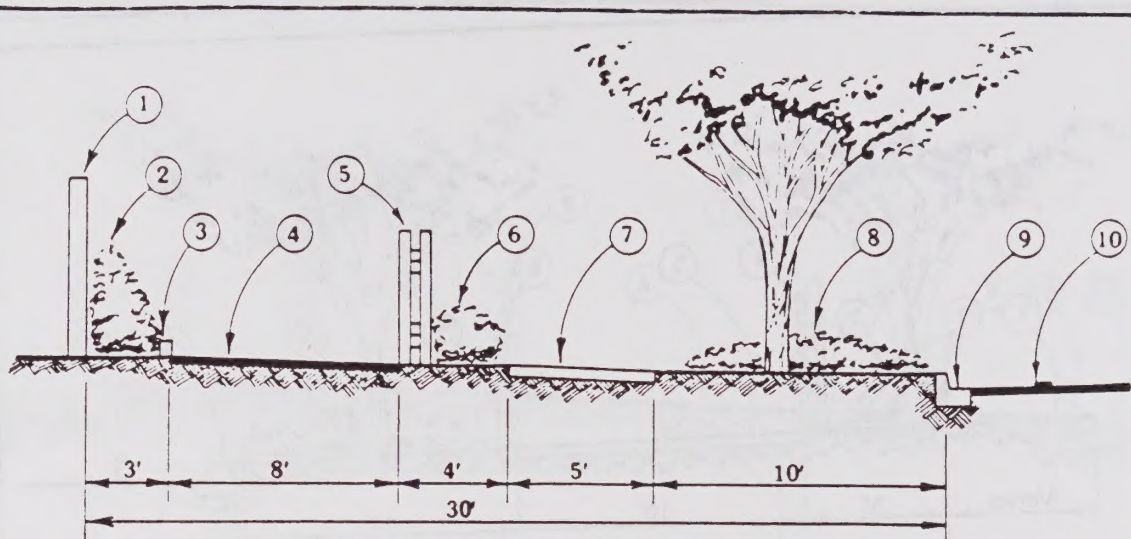
GENERAL NOTES

- ① Building setback as conditioned and approved by Community Development Department.
- ② Concrete Mow Curb per Std. Dwg. No. 138X.
- ③ Interior parkway landscaping and irrigation as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ④ Split Rail Fence per Std. Dwg. no. 138X.
- ⑤ Equestrian trail subgrade and finished surface per Std. Dwg. No. 138B, Notes 2, 3, 4, and 5.
- ⑥ General
- ⑦ Concrete Mow Curb per Std. Dwg. No. 138X.
- ⑧ Parkway landscaping and irrigation. as conditioned and approved by Community Development Department and Public Works Services Department.
- ⑨ Typical curb and gutter as conditioned and approved by Public Works Department.
- ⑩ Eucalyptus Avenue.

APPROVED			CITY OF CHINO PUBLIC WORKS DEPARTMENT	
CITY ENGINEER		DATE	STANDARD DRAWING	No.
DATE	REVISION	BY		
			EQUESTRIAN TRAIL STANDARDS EUCALYPTUS AVENUE (FERN TO EUCLID)	

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



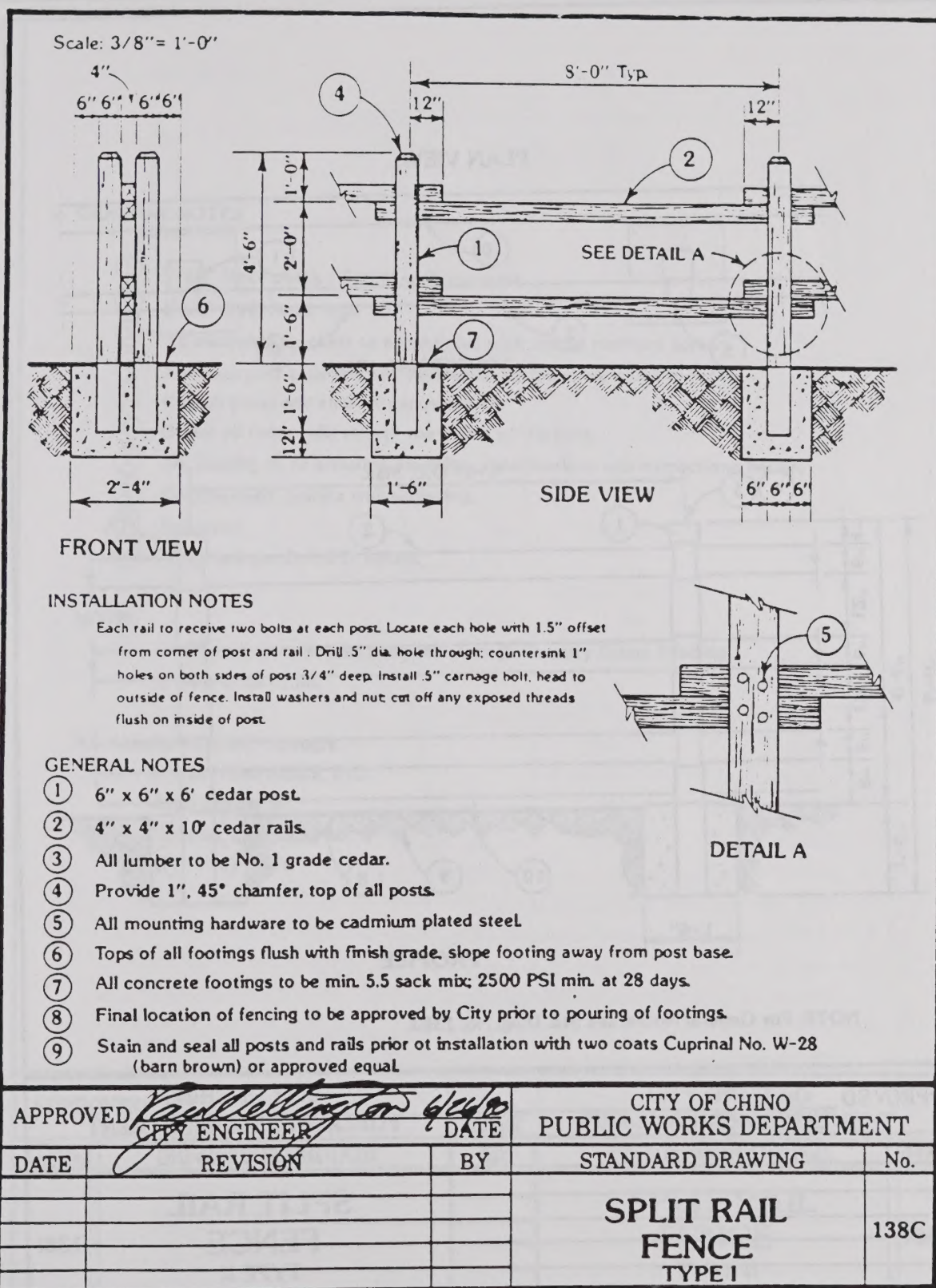
CONSTRUCTION NOTES

- ① 6' block masonry wall with offset as conditioned and approved by Community Development Department.
- ② Planter area landscaping and irrigation as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ③ Concrete Mow Curb per Std. Dwg. No. 138X.
- ④ Subgrade, grading and trail surfacing per Std. Dwg. No. 138B, General Notes 2, 3, 4, and 5.
- ⑤ Split Rail Fencing per Std. Dwg. No. 138C.
- ⑥ Trail median landscaping and irrigation as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ⑦ Pedestrian sidewalk parallel to equestrian trail per Std. Dwg. No. 230 or as conditioned and approved by Community Development and Public Works Department.
- ⑧ Parkway landscaping and irrigation as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ⑨ Typical street section (Euclid Avenue) as conditioned and approved by Public Works Department.
- ⑩ Class II Bicycle Trail per Std. Dwg. No. 138X.

APPROVED			CITY OF CHINO PUBLIC WORKS DEPARTMENT	
DATE	CITY ENGINEER	DATE	STANDARD DRAWING	No.
	REVISION	BY	EQUESTRIAN TRAIL STANDARDS EAST CHINO SPECIFIC PLAN LOOP STREET	138F

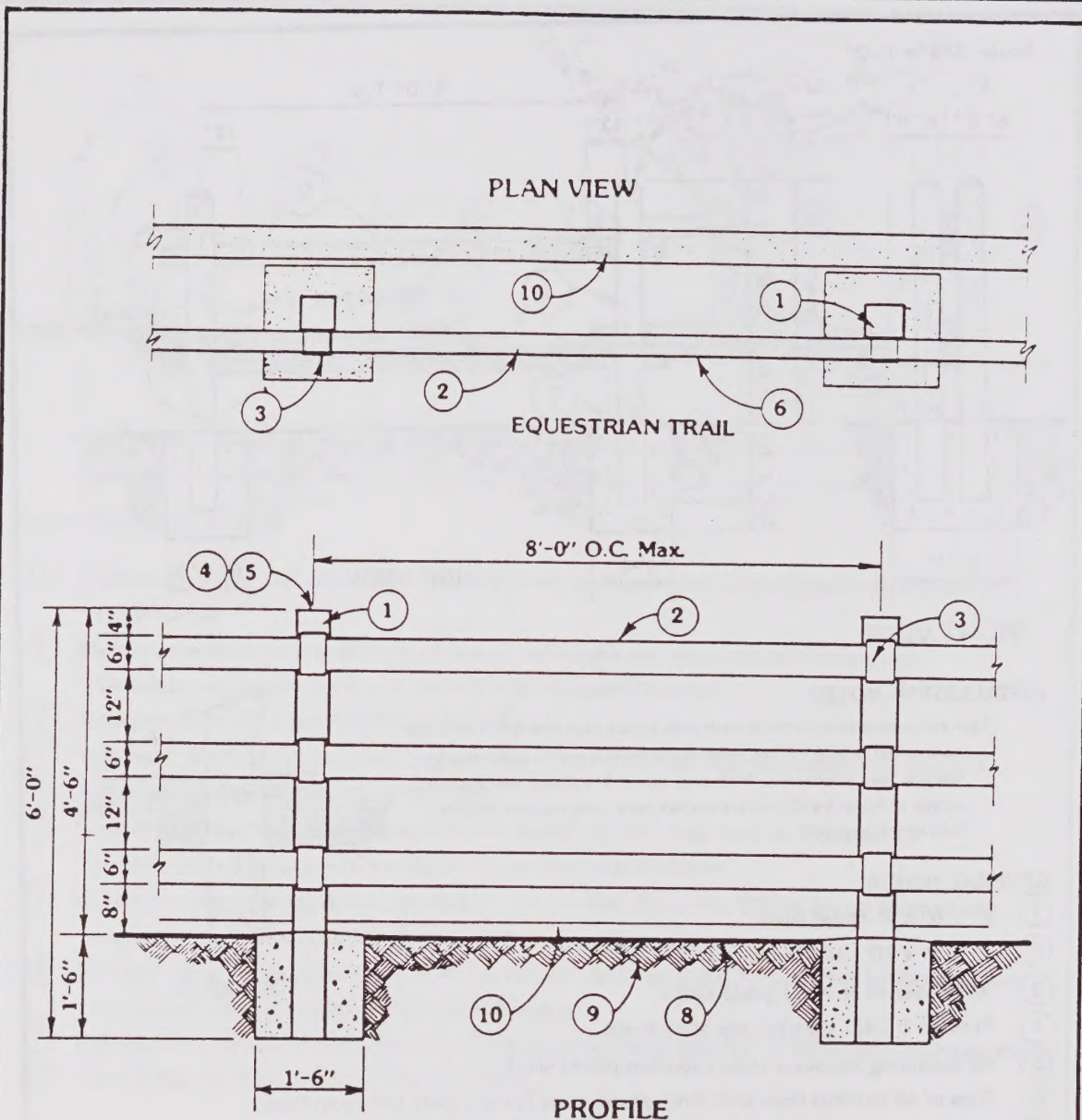
APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



NOTE: For General Notes, see Std. Dwg. No. 138J.

APPROVED _____			CITY OF CHINO	
CITY ENGINEER			PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			SPLIT RAIL FENCE TYPE II	138I

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards

GENERAL NOTES

- ① 5"x5" fence posts, fill solid with concrete.
- ② 2"x6" PVC fence rails.
- ③ All mounting brackets to be installed with vandal resistant screws.
- ④ All fence post caps and rail ends to be permanently glued to fence.
- ⑤ Cap all posts and ends of exposed rails.
- ⑥ Orient all fence rails to face the inside of the post.
- ⑦ All fencing to be installed per mfgs. specifications and instructions herein.
- ⑧ Decomposed granite trail surfacing.
- ⑨ Subgrade.
- ⑩ Mow curb per Detail D, herein.

NOTE:

PVC fencing materials available through Country Estate Fencing
or approved equal.

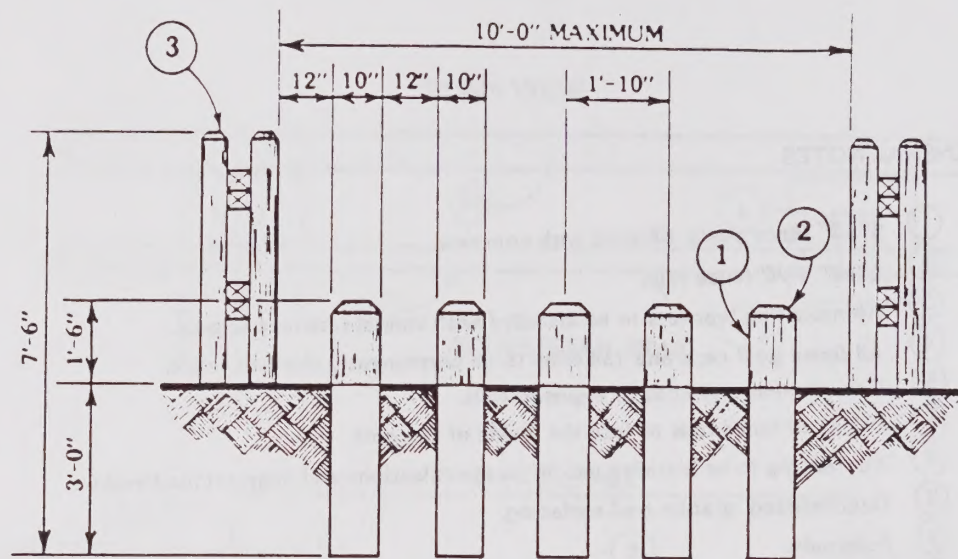
All material available through:

MD ENTERPRISES, INC.
1720 Locust St.
Ontario, Ca. 91761
(714) 947-2276

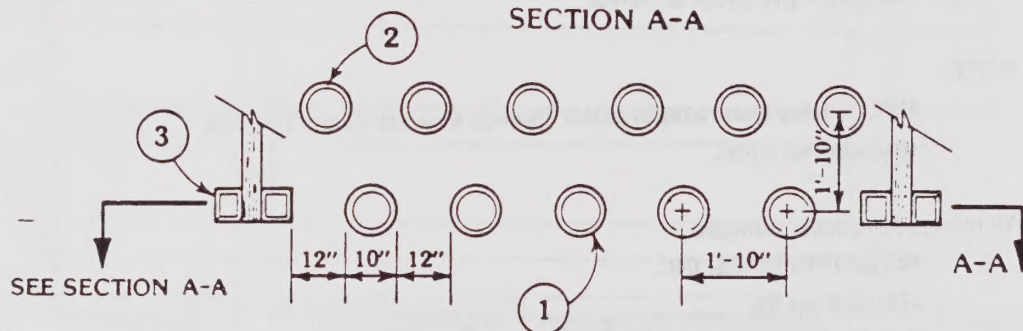
APPROVED _____			CITY OF CHINO PUBLIC WORKS DEPARTMENT	
CITY ENGINEER		DATE	SPLIT RAIL FENCE TYPE II	No. 138J
DATE	REVISION	BY		

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



SECTION A-A



PLAN VIEW

SCALE: 3/8"=1'-0"

GENERAL NOTES:

- ① 10" Dia. x 4'-6" Lodgepole Pine pole; all poles to be approved on-site by city prior to installation.
- ② Provide 1" 45° chamfer around tops of all poles.
- ③ Split Rail Fence per Sheet 3 of 6 or as approved by City.
- ④ Stain and seal all posts and rails prior to installation with two coats
Cuprinol No. W-28 (barn brown) or approved equal.
- ⑤ Step-over poles to be pressure treated with Wolman, preservatives treated to meet preservative and treatment standards AWPA Std. P-5, Federal Standards TT-W-550, TT-W-571.

APPROVED

CITY ENGINEER

DATE

CITY OF CHINO
PUBLIC WORKS DEPARTMENT

DATE

REVISION

BY

STANDARD DRAWING

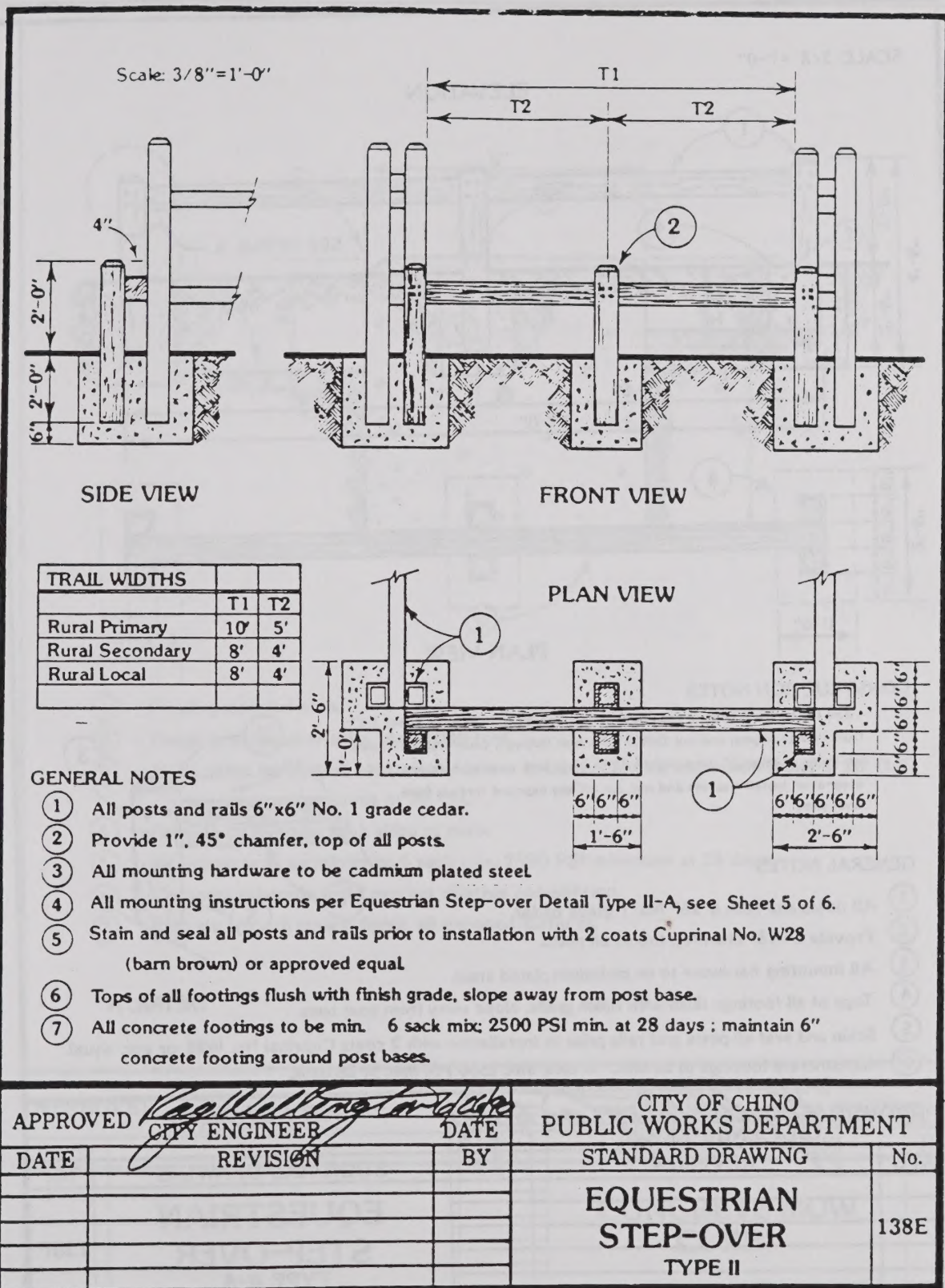
No.

EQUESTRIAN
STEP-OVER
TYPE I

138D

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards

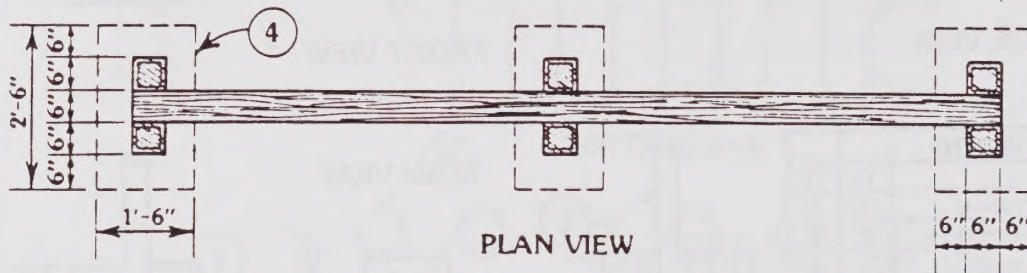
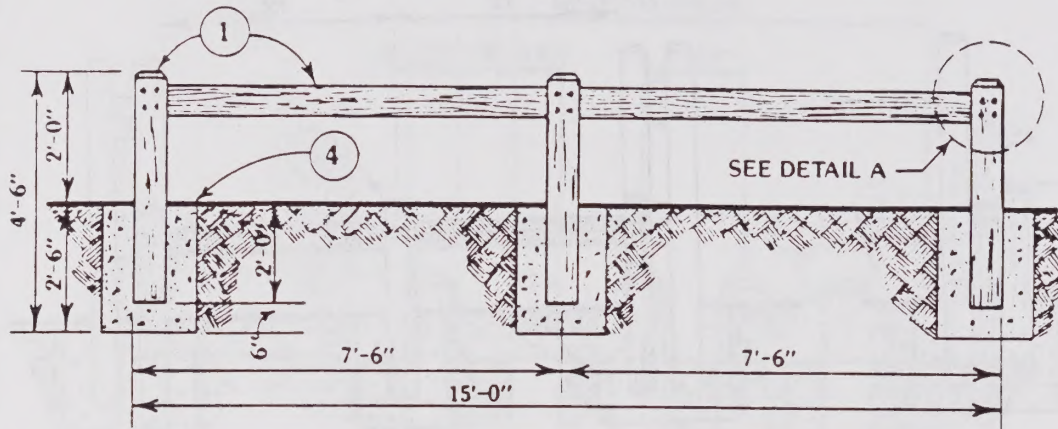


APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards

SCALE: 3/8"=1'-0"

ELEVATION



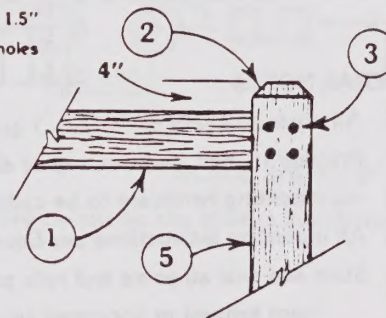
PLAN VIEW

CONSTRUCTION NOTES

Rail to receive 4 bolts at each post connection. Each hole to be offset 1.5" from corner of post and rail. Drill .5" dia. hole through countersink 1" holes on inside of posts 1" deep. Install .5" carriage bolt, head to outside of step-over. Install washers and nut, cut off any exposed threads flush with post.

GENERAL NOTES

- ① All posts and rails 6"x6" No. 1 grade cedar.
- ② Provide 1", 45° chamfer, top of all posts.
- ③ All mounting hardware to be cadmium plated steel.
- ④ Tops of all footings flush with finish grade, slope away from post base.
- ⑤ Stain and seal all posts and rails prior to installation with 2 coats Cuprinal No. W28 or apr. equal.
- ⑥ All concrete footings to be min. 6 sack mix; 2500 PSI min. at 28 days.



DETAIL A

APPROVED

CITY ENGINEER

DATE

CITY OF CHINO

DATE

REVISION

BY

STANDARD DRAWING

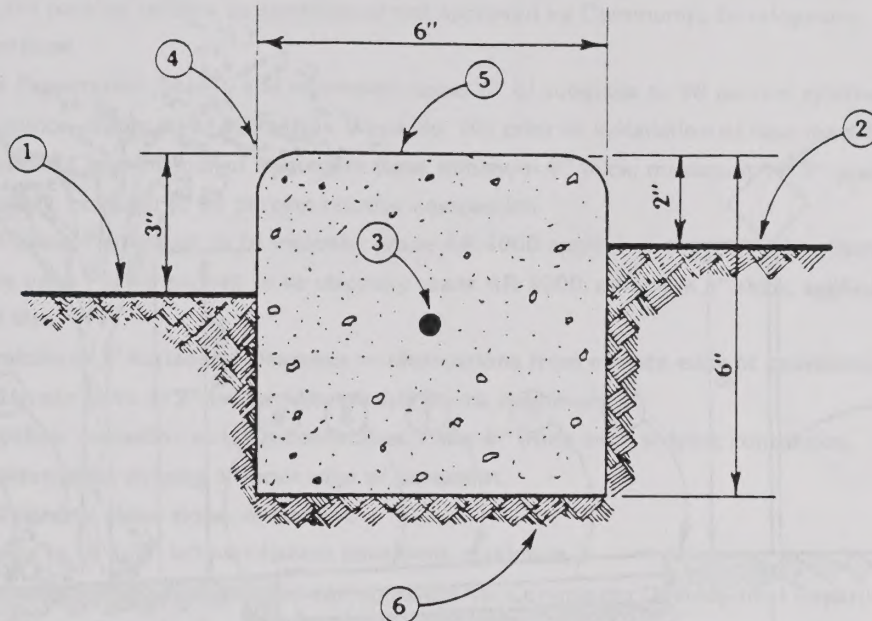
No.

**EQUESTRIAN
STEP-OVER
TYPE II-A**

138F

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards

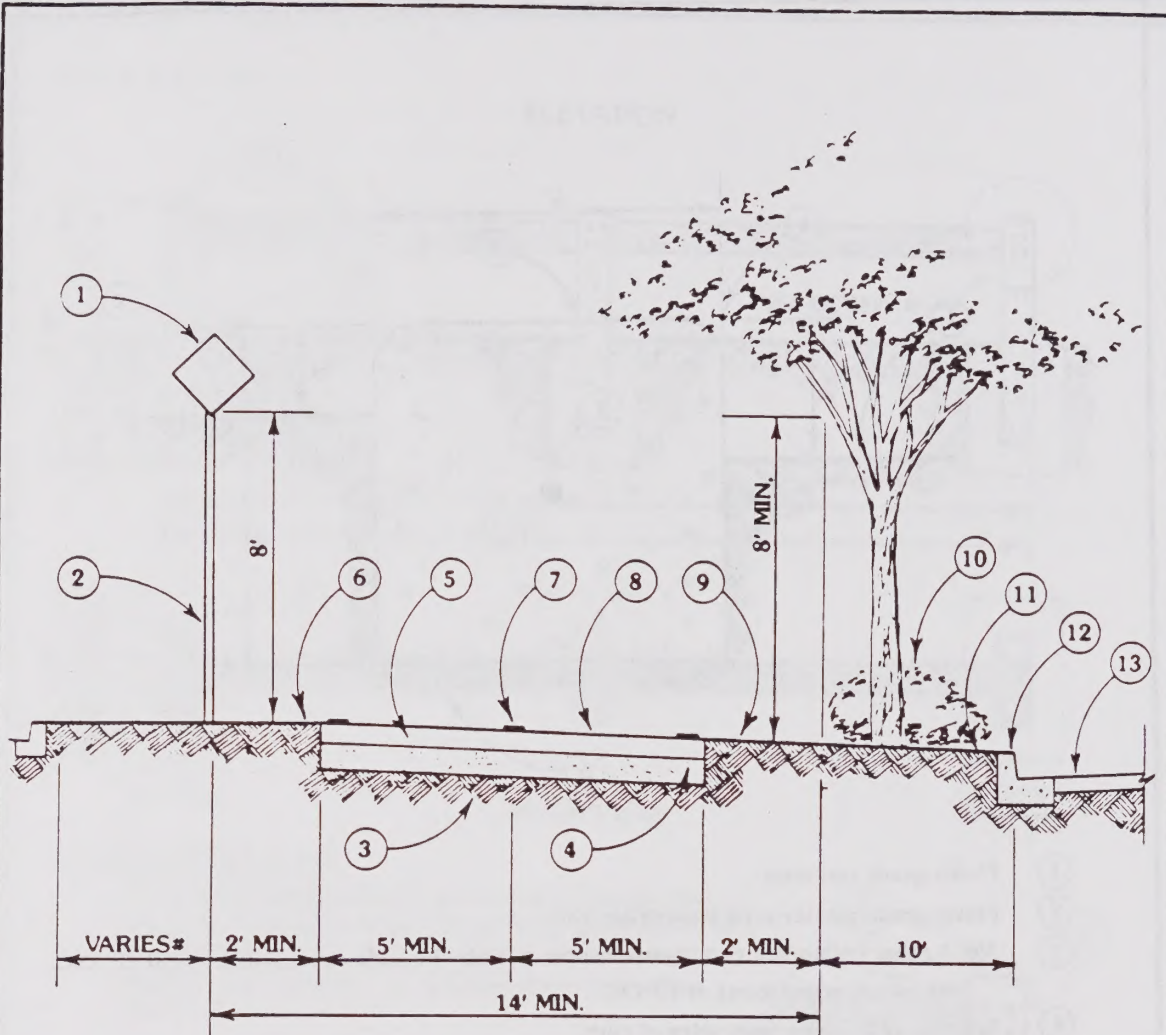


- ① Finish grade turf area.
- ② Finish grade planter area, equestrian trail.
- ③ No. 4 rebar horizontal, continuous, center in curb. Provide expansion joints at 20' O.C. maximum, score joints at 10' O.C.
- ④ Provide 1/2" radius both sides of curb.
- ⑤ All concrete to be minimum 6 sack mix, 2500 PSI minimum at 28 days.
- ⑥ Compact subgrade to 90 percent relative compaction.
- ⑦ Provide smooth trowel finish, all exposed surfaces.

APPROVED _____			CITY OF CHINO PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			CONCRETE MOW CURB	

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



NOTE: For General and Construction Notes see Std. Dwg. No. 138X.

NOT TO SCALE

APPROVED _____			CITY OF CHINO	
CITY ENGINEER			PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			BICYCLE TRAIL STANDARDS CLASS I TRAIL	139A

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards

CONSTRUCTION NOTES

- ① Directional Signage per Std. Dwg. No. 138X. All sign locations as conditioned and approved by Community Services Department. All signs to include bicycle trail identification signage.
- ② Building and parking setback as conditioned and approved by Community Development Department.
- ③ Subgrade Preparation: Scarify and recompact upper 6" of subgrade to 90 percent relative compaction. Apply weed killer (Nox Weed No. 10) prior to installation of base material.
- ④ Base Material: Class II Crushed Aggregate Base, minimum 4" thick, maximum 11/2" graded aggregate, compact to 95 percent relative compaction.
- ⑤ Asphalt Paving: Prime coat to be viscosity grade AR 4000 applied at a rate of .25 gallons per square yard. Paving asphalt to be viscosity grade AR 4000, minimum 3" thick, applied in two equal lifts.
- ⑥ Provide minimum 2' horizontal clearance to obstructions from outside edge of pavement. Finish grade to be 1/2" below adjacent pavement, maximum.
- ⑦ Paint 4" yellow centerline striping, continuous. Paint 4" white edge striping continuous, both sides; inset striping 4" from edge of pavement.
- ⑧ Provide 2 percent cross slope, maximum.
- ⑨ Finish grade to be 1/2" below adjacent pavement, maximum.
- ⑩ Parkway Landscaping as conditioned and approved by Community Development Department and Public Works Grounds Division.
- ⑪ Irrigation System as conditioned and approved by Public Works Grounds Division.
- ⑫ Typical Curb and Gutter as conditioned and approved by Public Works Department.
- ⑬ Typical Street Section as conditioned and approved by Public Works Department.

GENERAL NOTES

All bicycle trail standards based on the California Department of Transportation Highway Design Manual, Chapter 1000, as revised

Minimum design speeds for all bicycle trails to be 20 MPH.

Bicycle trail grades to be limited to 2 percent with 5 percent recommended maximum.

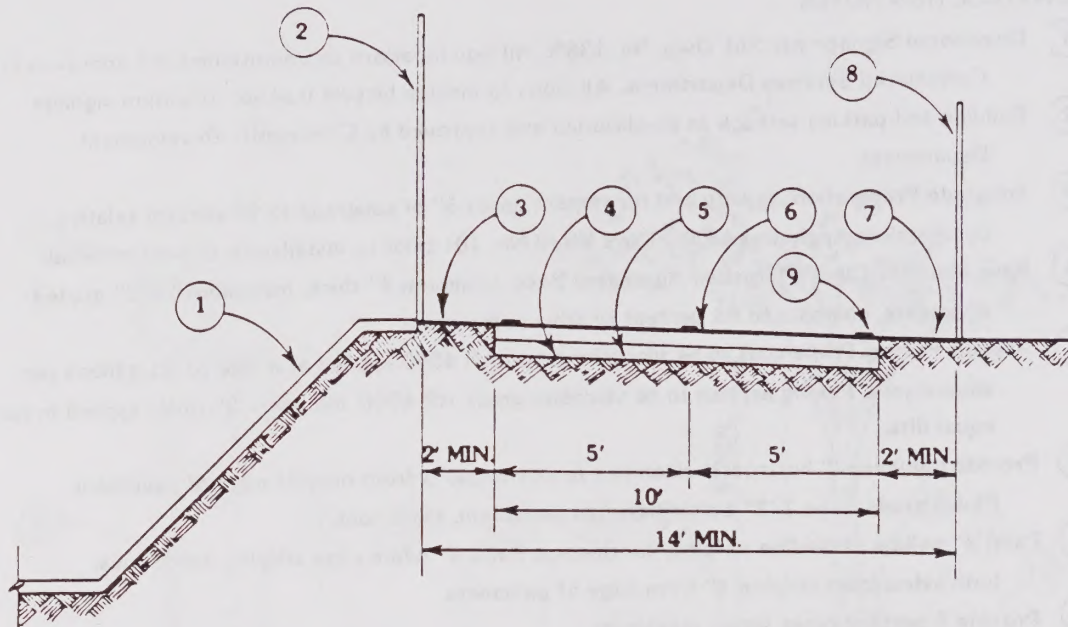
Grades over 5 percent to be approved by City prior to installation.

Bicycle Barriers per Std. Dwg. No. 138X. Locations as conditioned and approved by Community Services Department.

APPROVED _____			CITY OF CHINO	
CITY ENGINEER		DATE	PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			BICYCLE TRAIL STANDARDS CLASS I TRAIL	139B

APPENDIX C (cont'd.)

Bicycle and Equestrian Trail Standards



CONSTRUCTION NOTES

- ① U.S. Army Corps Of Engineers flood control channel, San Antonio Creek.
- ② 8' reinforced chain link fencing as conditioned and approved by U.S. Army Corps Of Engineers and San Bernardino County Flood Control Department.
- ③ Finish grade to be 1/2" below adjacent pavement, maximum.
- ④ Subgrade Preparation: Scarify and recompact upper 6" of subgrade to 90 percent relative compaction. Apply weed killer (Nox Weed No. 10) prior to installation of base material.
- ⑤ Base Material: Class II Crushed Aggregate Base, minimum 4" thick, maximum 1 1/2" graded aggregate, compact to 95 percent relative compaction.
- ⑥ Asphalt Paving: Prime coat to be viscosity grade AR 4000, applied at .25 gallons per square yard. Paving asphalt to be viscosity grade AR 4000, minimum 3" thick, applied in two lifts.
- ⑦ Finish grade to be 1/2" below adjacent pavement, maximum.
- ⑧ Existing 6' chain link fencing or alternate material as conditioned and approved by Community Development Department.
- ⑨ Paint 4" yellow centerline striping, continuous. Paint 4" white edge striping continuous, both sides; inset striping 4" from edge of pavement.

APPROVED _____			CITY OF CHINO	
CITY ENGINEER			PUBLIC WORKS DEPARTMENT	
DATE	REVISION	BY	STANDARD DRAWING	No.
			BICYCLE TRAIL STANDARDS SAN ANTONIO CREEK TRAIL	139E

APPENDIX D

AQMP Tier 1 Control Measures and the Corresponding Section of the Circulation Element

AQMP Tier 1 Control Measures	Action
Alternative Work Weeks and Flextime	A-3.4.1.1
Employer Rideshare and Transit Incentives	A-3.4.1.1
Parking Management	A-3.1.1.15 A-3.1.1.16 A-3.4.1.2 A-3.4.1.5 A-3.4.2.2 A-3.4.2.4
Vanpool Purchase Incentives	A3-4.1.6
Truck Dispatching, Rescheduling and Rerouting	A3-2.1.1 A3-2.1.2 A3-2.1.3 A3-2.1.4 A3-2.1.5 A3-2.1.8
Traffic Flow Improvements	A3-1.1.7 A3-1.1.9 A3-5.1.9
Airport Ground Access	A3-7.1.1 A3-5.1.11
Freeway and Highway, Capacity Enhancements	A3-1.2.1

Source: Michael Brandman Assoc., 1990. SCAQMD, "Air Quality Management Plan," 1989 Revision.

APPENDIX E

Goals and Policies Consistent with the 1989 AQMP Policy
on Improved Administrative Practices

Goals and Policies from the Circulation Element	
<u>1989 AQMP Policy - Maximizing the effectiveness of existing measures through improved administrative practices</u>	
G3-1	Transportation Facility Improvement
	P3-1.2 Regional Coordination of Transportation Planning
G3-3	Rail Service
	P3-3.1 Compliance with Master Planned Rail Lines
G3-6	Commuter and Recreational Trails
	P3-6.1 Prioritization of Bicycle and Equestrian Trail Planning, Construction, and Funding

Source: Michael Brandman Associates, 1990. SCAQMD, "Air Quality Management Plan," 1989 Revision.

APPENDIX F

RMP Goals and the Corresponding Circulation Element Goals

CORRESPONDING CIRCULATION ELEMENT GOALS

RMP Goal - To attain and maintain mobility in an environment of continuing population and economic growth

- G3-1 Improve Transportation Facilities
- G3-2 Concentrate Truck Routes in Commercial and Industrial Areas
- G3-3 Provide Rail Service Which Limits Land Use Conflicts
- G3-4 Support Transportation Demand Management Programs which Reduce Vehicular Trips
- G3-5 Improve Public Transit Travel
- G3-6 Promote Commuter and Recreational Trails as Alternatives
- G3-7 Support Compatible Development Surrounding the Airport Area

RMP Goal - To adapt to and encourage major changes in travel behavior including both reducing the number of home-to-work trips and reducing the use of the single-occupant vehicle

- G3-1 Improve Transportation Facilities
- G3-2 Concentrate Truck Routes in Commercial and Industrial Areas
- G3-3 Provide Rail Service Which Limits Land Use Conflicts
- G3-4 Support Transportation Demand Management Programs Which Reduce Vehicular Trips
- G3-5 Improve Public Transit Travel
- G3-6 Promote Commuter and Recreational Trails as Alternatives

RMP Goal - To achieve an efficient balance among all modes including automobiles, trucks, buses, vans, rail, non-motorized vehicles and new technologies

- G3-1 Improve Transportation Facilities
- G3-2 Concentrate Truck Routes in Commercial and Industrial Areas
- G3-3 Provide Rail Service Which Limits Land Use Conflicts
- G3-4 Support Transportation Demand Management Programs Which Reduce Vehicular Trips
- G3-5 Improve Public Transit Travel
- G3-6 Promote Commuter and Recreational Trails as Alternatives

RMP Goal - Maximize the productive use of existing facilities by implementing system and demand-management techniques in a cost-effective manner.

- G3-1 Improve Transportation Facilities
- G3-4 Support Transportation Demand Management Programs Which Reduce Vehicular Trips
- G3-5 Improve Public Transit Travel
- G3-6 Promote Commuter and Recreational Trails as Alternatives

RMP Goal - To compatible with the environment and to support the Air Quality Management Plan of the South Coast Air Basin.

- G3-1 Improve Transportation Facilities
- G3-2 Concentrate Truck Routes in Commercial and Industrial Areas
- G3-3 Provide Rail Service Which Limits Land Use Conflicts
- G3-4 Support Transportation Demand Management Programs Which Reduce Vehicular Trips
- G3-5 Improve Public Transit Travel
- G3-6 Promote Commuter and Recreational Trails as Alternatives
- G3-7 Support Compatible Development Surrounding the Airport Area

RMP Goal - Transportation facilities and transit vehicles shall provide reasonable accessibility for handicapped persons.

- G3-5 Improve Public Transit Travel

Source: Michael Brandman Associates, 1990. SCAG, "Regional Mobility Plan," 1989.

APPENDIX G

RMP Programs and Related Circulation Element Actions

RMP PROGRAMS	ACTIONS
Elimination of Peak Period On-street Parking	A3-1.1.15 A3-1.1.16
Preferential Parking for Ridesharers	A3-4.2.3
Park-n-ride Lots with Shuttle Service	A3-4.1.2 A3-4.1.5 A3-4.1.6
Implement ATSAC or Similar Interconnected Signal Control	A3-1.1.9
Improve Intersection Channelization	A3-1.1.7
Develop Additional Funding for Local Street and Road Needs	A3-1.1.5 A3-1.3.1 A3-1.3.2
Secure Funds through Assessment Districts and Developer Fees	A3-1.3.1 A3-1.3.2
Conduct Study of Regional Rail Concept	A3-5.1.9 A3-5.1.10
Increase Efforts to Incorporate Pedestrian Facilities	A-3.6.1.1 A-3.6.1.2 A-3.6.1.3 A-3.6.1.4 A-3.6.1.5 A-3.6.1.6 A-3.6.1.7